

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: May 21, 1974

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Forwarded to:

Honorable Alexander P. Butterfield  
Administrator  
Federal Aviation Administration  
Washington, D. C. 20591

SAFETY RECOMMENDATION(S)

A-74-42

For safety statistical purposes, the National Transportation Safety Board uses Part IV of the Federal Aviation Act of 1958, "Air Carrier Economic Regulation," as the basis for defining an air carrier. Consequently, commercial operators of large aircraft certificated under 14 CFR 121, including the scheduled intrastate operators, are classified in the general aviation category. However, the current size, scope, and complexity of these operations and their increasing similarity to the operations of certificated route and supplemental air carriers have prompted the Board to review current applications of the definition. The Safety Board has concluded, that any operator certificated under 14 CFR 121 is essentially an air carrier and should be so considered, both operationally and statistically. Consequently, the Safety Board will classify, beginning January 1, 1975, all commercial operators of large aircraft certificated under 14 CFR 121 from the general aviation category to the air carrier category. The air carrier category will then comprise three operational subsets: (1) U. S. certificated route air carriers, (2) U. S. supplemental air carriers, and (3) commercial operators of large aircraft.

The gathering of related statistics which are needed to assess the air carrier category as a whole and to compare the three operational subsets will require that a common activity or exposure data base be used. The certificated route and supplemental air carriers are required to report periodically their activities to the Civil Aeronautics Board (CAB), and the Safety Board depends upon CAB for certain selected statistics which relate to the safety of these operations. Despite the close resemblance between operations which involve commercial operators of large aircraft (particularly certain scheduled intrastate operators) and those which involve certificated air carriers, commercial operators of large aircraft are not required to make such reports either to the Federal government or to a State government. The Board understands, however, that all operators

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certificated under 14 CFR 121 provide data on hours-flown voluntarily in monthly reports to the FAA's air carrier district offices and that this information is compiled in FAA's aircraft utilization and propulsion reliability reports. The physical proximity and regulatory relationship of the FAA's air carrier district offices to the air carriers they monitor would place those offices in the best position to collect additional statistics which would be required by the reclassification.

In order to make the activities of these commercial operators statistically comparable to those of the other air carriers, and to make assessments of air carrier safety which will be meaningful and useful to a variety of needs, the National Transportation Safety Board recommends that the Federal Aviation Administration:

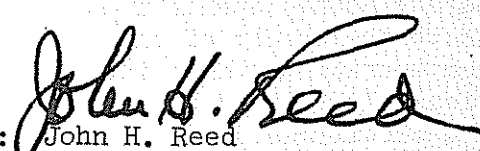
Collect and make available, on a calendar year basis, the following data from commercial operators: (Safety Recommendation A-74-42).

- (a) For all nonrevenue operations: Hours flown, miles flown, and departures,
- (b) For passenger and cargo operations: Separately applicable tabulations of: Hours flown, miles flown, departures, freight ton-miles flown, and freight ton-miles available, and
- (c) For passenger operations only: Seat-miles available and passenger-miles flown.

The Board believes that availability of the above data on commercial operators of large aircraft certificated under 14 CFR 121 will serve safety statistical purposes in Government and in industry.

Personnel from our Bureau of Aviation Safety will be made available in the event that any further information or assistance is required.

REED, Chairman, McADAMS, THAYER, BURGESS, and HALEY, Members, concurred in the above recommendations.

By:   
John H. Reed  
Chairman

THIS RECOMMENDATION WILL BE RELEASED TO THE PUBLIC ON THE ISSUE DATE SHOWN ABOVE. NO PUBLIC DISSEMINATION OF THE CONTENTS OF THIS DOCUMENT SHOULD BE MADE PRIOR TO THAT DATE.

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