

Online Appendix for:
"Is Regulatory Rule-Making State-Contingent?
Evidence from U.S. Aviation Safety"

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Table A1: Volume of NTSB Recommendations Issued by Year

Dependent Variable: Number of NTSB Recommendations Issued in Year					
	(1)	(2)	(3)	(4)	(5)
Real Air Transport Growth Rate _t	0.866 (74.932)	-31.543 (71.309)	-30.596 (72.800)	-43.845 (68.264)	-38.207 (68.301)
Real Air Transport Growth Rate _{t-1}	-38.465 (72.539)	-29.670 (63.454)	-36.245 (63.540)	-26.277 (88.545)	-37.076 (68.257)
Available Seat Miles _t		-0.000 (0.000)	-0.000 (0.000)	-0.000 (0.000)	-0.000 (0.000)
#Accidents, All _t		-0.049 (0.044)	-0.030 (0.047)	-0.068 (0.060)	-0.067 (0.060)
#Accidents, All _{t-1}		-0.016 (0.029)	-0.032 (0.042)	0.006 (0.045)	0.004 (0.055)
Major Accident Fatalities _t			0.019 (0.048)	-0.014 (0.030)	-0.013 (0.042)
Major Accident Fatalities _{t-1}			-0.042 (0.041)	-0.081** (0.035)	-0.068 (0.051)
GDP Real Growth Rate _t				-1.209 (2.104)	-1.178 (2.824)
GDP Real Growth Rate _{t-1}				-4.126 (3.894)	-3.757 (3.647)
Republican President _t				-35.827*** (8.128)	-34.305*** (10.531)
Time Trend	-1.848*** (0.597)	-2.354 (2.228)	-2.558 (2.634)	-6.558*** (2.139)	-6.102* (3.043)
Constant	145.815*** (11.578)	465.785*** (122.020)	460.194*** (143.228)	464.665*** (102.708)	472.554*** (131.727)
Standard Errors	Newey-West	Newey-West	Newey-West	Newey-West	OLS
Observations	33	33	33	33	32
Adjusted R-squared					0.447

Table presents results for OLS regression of the number of NTSB safety recommendations issued in each year on the indicated explanatory variables. Robust Newey-West standard errors are in parentheses for columns 1-4. Column 5 excludes observations for the year 2002 to demonstrate that the significant negative coefficient on the lagged number of air crash fatalities in column 4 is driven by the terrorist attacks of 9/11, which caused many fatalities but, as a criminal act, fell outside NTSB lead investigative authority. (***) $p < 0.01$, (**) $p < 0.05$, (*) $p < 0.1$.

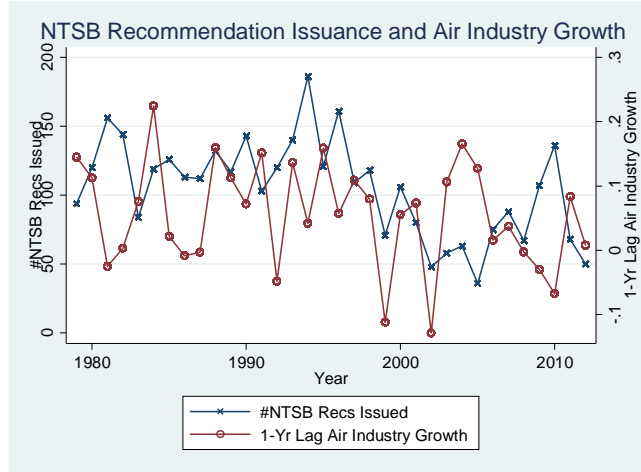


Figure A1: Number of NTSB issued in year t vs. real air transport industry growth in year $t - 1$

Table A2 : Aggregate Time Series Results by Closure Year

Dependent Variable: Share of NTSB Recs. Issued at t with "Acceptable" FAA Response			
	(1)	(2)	(3)
	%Acpt.	%Acpt.	%Acpt.
	mfX (at mean)	mfX (at mean)	mfX (at mean)
Real Air Transport Industry Growth $_t$	0.0051 (0.2161)	-0.1403 (0.2013)	-0.1329 (0.1981)
Real Air Transport Industry Growth $_{t-1}$	0.1455 (0.1769)	0.0998 (0.1907)	0.0987 (0.1956)
Real GDP Growth $_t$		0.0128* (0.0070)	0.0123* (0.0074)
Real GDP Growth $_{t-1}$		-0.0028 (0.0112)	-0.0019 (0.0119)
Total Major Accident Fatalities $_t$			-0.0000 (0.0001)
Total Major Accident Fatalities $_{t-1}$			0.0000 (0.0001)
Republican President $_t$			-0.0099 (0.0283)
Year	-0.0035* (0.0019)	-0.0034 (0.0022)	-0.0033 (0.0022)
Observations	33	33	33

Table presents fractional Logit results for regression of the fraction of NTSB recs. closed in year t receiving "Acceptable" or better FAA response on the contemp. (year t) and lagged (year $t - 1$) real air transport industry growth rate, GDP growth (cols. 2-3), the number of fatalities in major commercial accidents in years t and $t - 1$, and a Republican President indicator. Robust S.E.s in parentheses (** $p < 0.01$, ** $p < 0.05$, * $p < 0.1$).

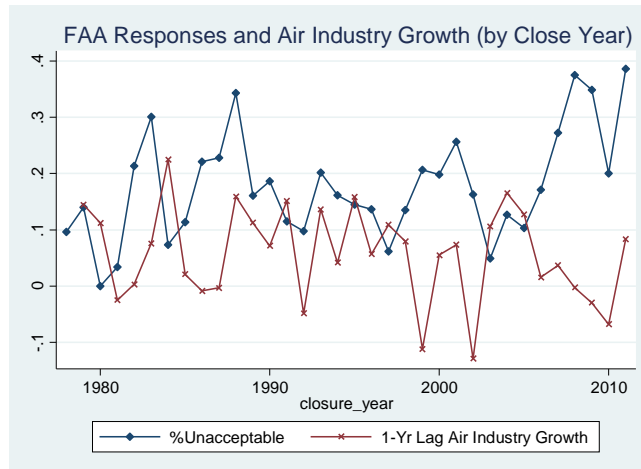


Figure A2: Fraction of NTSB recommendations designated as "Closed" in year t with "Unacceptable" FAA response vs. real air transport industry growth in year $t - 1$

Table A3: Recommendation Closure Time

Dependent Variable: Ln(NTSB Recommendation Closure Time in #Days)					
	(1)	(2)	(3)	(4)	(5)
Closed as "Unacceptable"	0.378*** (0.069)	0.381*** (0.067)	0.384*** (0.066)	0.405*** (0.073)	0.398*** (0.073)
Real Air Transport Industry Growth _t	0.001 (0.005)	0.001 (0.005)	0.001 (0.005)	0.002 (0.005)	0.003 (0.005)
Real Air Transport Industry Growth _{t-1}	0.008* (0.004)	0.007 (0.005)	0.008** (0.004)	0.007* (0.004)	0.007* (0.004)
Real GDP Growth _t		0.007 (0.015)	0.010 (0.015)	0.014 (0.014)	0.018 (0.014)
Real GDP Growth _{t-1}		0.001 (0.026)	-0.006 (0.020)	0.002 (0.019)	0.009 (0.018)
Source Accident #Fatalities	0.002*** (0.001)	0.002*** (0.001)	0.002*** (0.001)		
Source Accident Personal Dummy	-0.091 (0.095)	-0.092 (0.097)	-0.107 (0.097)		
Total Major Accident Fatalities _t			0.000 (0.000)	0.000 (0.000)	0.000 (0.000)
Total Major Accident Fatalities _{t-1}			0.000 (0.000)	0.000 (0.000)	0.000 (0.000)
Republican President _t			0.090 (0.059)	0.148** (0.056)	0.192*** (0.054)
# Recs. Issued _t			-0.002** (0.001)	-0.002** (0.001)	-0.001 (0.001)
# Aviation Accidents _t					0.000 (0.000)
Year	0.026*** (0.005)	0.026*** (0.005)	0.026*** (0.004)	0.025*** (0.004)	0.039*** (0.012)
Constant	-45.230*** (9.015)	-44.992*** (9.070)	-44.247*** (8.990)	-42.798*** (7.694)	-72.338*** (24.874)
Observations	2,127	2,127	2,127	3,070	3,070
R-squared	0.106	0.106	0.117	0.092	0.093
Adj. R ²	0.103	0.102	0.112	0.0892	0.0900

Table presents results for OLS regression of Ln(#days between recommendation issue and closure dates) on the issue year's contemp. (t) and lagged ($t - 1$) real air transport industry growth rate, GDP growth, the #fatalities involved in the recommendation's source accident, an indicator that the purpose of the source accident was personal, the total #fatalities in major commercial accidents in years t and $t - 1$, Republican President indicator, total #recommendations issued in year t , total #aviation accidents in year t , and a time trend. Closure time is set to missing for recs where closure date is recorded as prior to accident or issue date. Robust standard errors (clustered at year level) in parentheses (***) $p < 0.01$, (**) $p < 0.05$, (*) $p < 0.1$.

Table A4: Initial Response Status Designations

Dependent Variable: Indicator for "Acceptable" Initial FAA Response to NTSB Recommendation (=1)			
	(1)	(2)	(3)
	%Accpt.	%Accpt.	%Accpt.
	mfx (at mean)	mfx (at mean)	mfx (at mean)
Real Air Transport Industry Growth _{<i>t</i>}	0.0001 (0.0016)	0.0012 (0.0018)	0.0010 (0.0018)
Real Air Transport Industry Growth _{<i>t-1</i>}	0.0017 (0.0012)	0.0019* (0.0011)	0.0022* (0.0011)
Real GDP Growth _{<i>t</i>}		-0.0100 (0.0070)	-0.0089 (0.0061)
Real GDP Growth _{<i>t-1</i>}		0.0038 (0.0077)	0.0011 (0.0086)
Total Major Accident Fatalities _{<i>t</i>}			0.0001 (0.0001)
Total Major Accident Fatalities _{<i>t-1</i>}			0.0001 (0.0001)
Republican President _{<i>t</i>}			-0.0182 (0.0237)
Year	0.0009 (0.0013)	0.0009 (0.0014)	0.0016 (0.0013)
Observations	33	33	33

Table presents fractional Logit results for regression of the fraction of initial FAA responses in year t rated "Acceptable" or better on contemporaneous (year t) and lagged (year $t - 1$) real air transport industry growth, GDP growth (cols. 2-3), the number of fatalities in major U.S. air crashes (col. 3), and a Republican President indicator. Robust S.E.s in parentheses (** $p < 0.01$, ** $p < 0.05$, * $p < 0.1$). In cases where the NTSB issues a rating before an FAA response arrives, this letter date is used for the time designation.

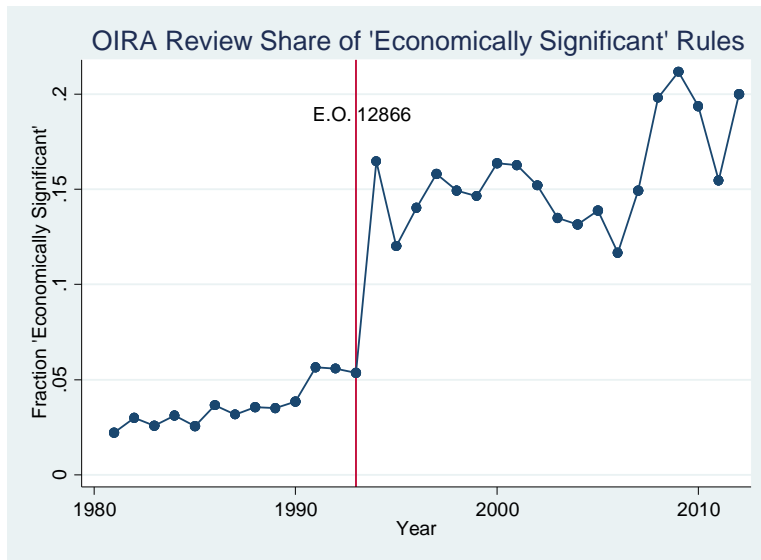


Figure A3: Fraction of regulatory rules reviewed by OIRA that are designated as "economically significant." Red line dates Executive Order 12866, which changed OIRA review criteria.

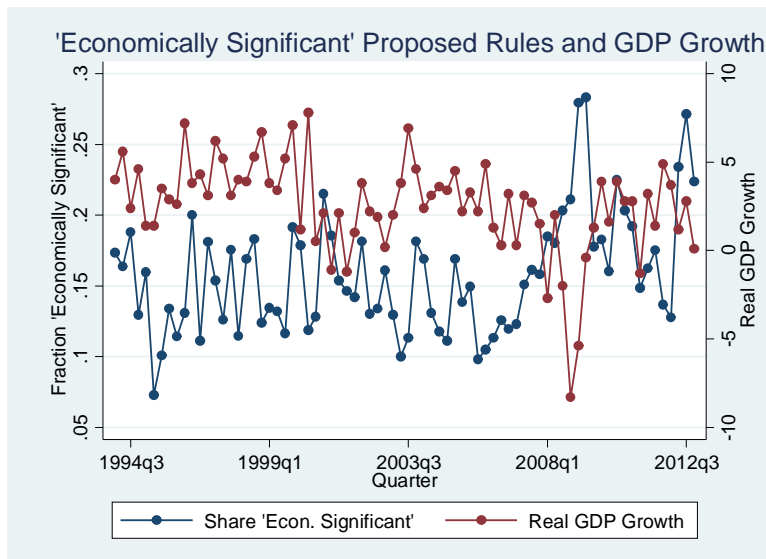


Figure A4: Fraction of regulatory rules reviewed by OIRA that are designated as "economically significant" and real contemporaneous GDP growth at the quarterly level.