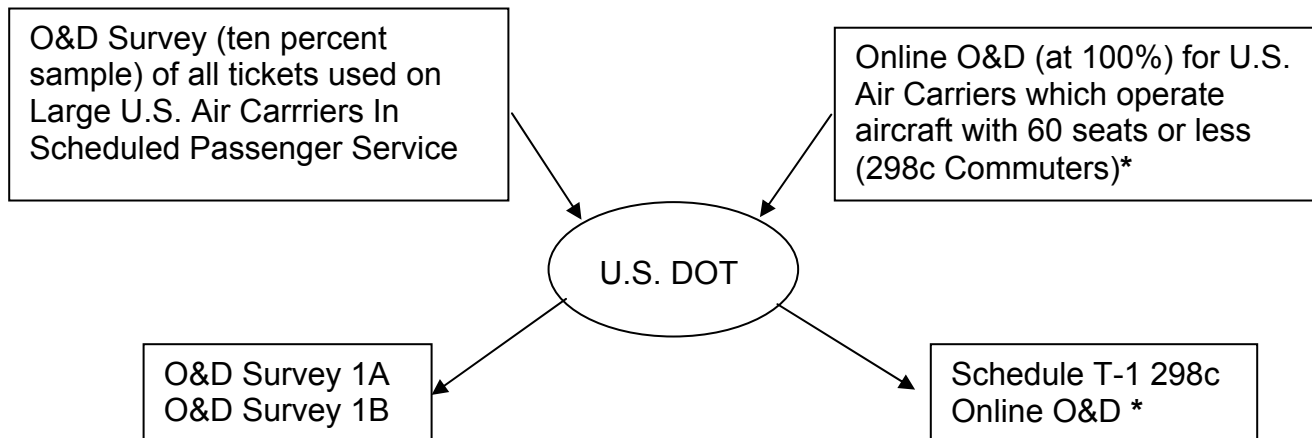




DATA BASE PRODUCTS, INC.

U.S. Air Carriers Passenger Origin and Destination Data



Data Base Products combines the O&D Survey data with the 298c T-1 Online O&D, eliminates duplication due to codesharing, normalizes to T100 and separates into Domestic U.S. and International (restricted) databases.

- O&DPlus is our Domestic Summary CD product.
- HUB is our Domestic Itineraries CD product.
- International is our International Summary CD product.
- Gateway is our International Itineraries CD product.
- Superset is our combined Domestic and International mainframe product.

* Until 10/01/02. See Change of Regulations to T-100.

•

O&D Survey Data Records Ten Percent Sample of Tickets Lifted (used)

Reportable data

An O&D Survey reporting carrier (an FAA Certificated "Large" U.S. scheduled passenger air carrier (a carrier which also reports T100 scheduled passenger data)) (not a U.S. Commuter nor a Foreign air carrier):

- 1) examines the coupon itinerary of each zero ending ticket number which he lifts on flights which he operates.
- 2) If the lifting carrier is the first reporting carrier on the itinerary (or has a codeshare relationship with same in that market),
- 3) the operating carrier should include that ticket information in his O&D Survey quarterly filing to the DOT.

Summarization is allowed

The data which is reported includes: 1) the gross fare on the ticket, 2) the number of coupons on the ticket, 3) the number of passengers on the ticket and 4) the coupon itinerary which includes: a) each airport of enplanement and deplanement, b) the operating and marketing carrier on each leg of travel, and c) the fare class on each leg of the passengers journey.

Prior to submission of the carriers O&D Survey filing, the carrier is instructed to sort the reportable data into unique records (other than passenger count) and then summarize identical records together reporting the aggregate number of passengers.

The reported fare amount is the Gross fare paid by the passenger including Federal Excise Tax (FET) and Passenger Facility Charges (PFC's).

DOT processing

The U.S. DOT adds distances to each leg and a total distance for each ticket. They also determine what the passenger's probable destination was for each ticket. To accomplish this they examine the itinerary of travel keeping track of the distance from the origin and the amount of circuitry involved to determine a "best guess" as to where the passenger's directional break occurred.

Sample of O&D Survey Data (version 1 B) For Midwest Express Q'4 1998

GRB to DFW connecting at MKE

Codeshare with Skyway GRB to MKE

04	01	010	00000	YX	[	GRB	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRB	]	1920
04	01	010	00244	YX	[	GRB	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRB	]	1920
04	01	010	00271	YX	[	GRB	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRB	]	1920
04	01	010	00274	YX	[	GRB	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRB	]	1920
04	07	010	00296	YX	[	GRB	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRB	]	1920
04	01	010	00300	YX	(	GRB	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRB	]	1920
04	01	010	00305	YX	[	GRB	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRB	]	1920
04	03	029	00314	YX	[	GRB	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRB	]	1920
04	01	010	01032	YX	[	GRB	ALYX(n:Y)	MKE	YXYX(X:Y)	DFW	YXYX(n:Y)	MKE	ALYX(X:Y)	GRB	]	1920
04	07	068	01042	YX	[	GRB	ALYX(n:Y)	MKE	YXYX(X:Y)	DFW	YXYX(n:Y)	MKE	ALYX(X:Y)	GRB	]	1920

Enplanement Airport Coupon 2
Deplanement Airport Coupon 1

Fare Class

Directional Break (n=no X=yes)

Coupon 1 Marketing Carrier

Coupon 1 Operating Carrier

Original Point of Origin (Point of Sale)

Number of Coupons

Passengers Reported at 10%

Adjusted Passengers at 100%

Gross Fare Paid (incl. FET & PFC's)

Reporting Carrier

Sample of O&D Survey Data (version 113)

For Midwest Express Q'4 1998

GRR to LFT connecting at MKE and DFW
Codeshare with American Eagle DFW to LFT

06 01 010 1090 YX[GRR YXYX(n:Y) MKE YXYX(n:Y) DFW MQYX(X:Y) LFT MQYX(n:Y) DFWYXYX(n:Y) MKE YXYX(X:Y) GRR]2648

GRR to DFW connecting at MKE Codeshare with Skyway GRR to MKE

04 01 010 00329 YX	[	GRR	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRR	]	1946
04 01 010 00364 YX	[	GRR	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	ALYX(X:X)	GRR	]	1946
04 01 010 00278 YX	[	GRR	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	YXYX(X:X)	GRR	]	1946
04 01 010 00586 YX	[	GRR	ALYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	YXYX(X:X)	GRR	]	1946

No Codeshare

04 01 011 00248 YX	[	GRR	YXYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	YXYX(X:X)	GRR	]	1946
04 01 011 00264 YX	[	GRR	YXYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	YXYX(X:X)	GRR	]	1946
04 02 021 00278 YX	[	GRR	YXYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	YXYX(X:X)	GRR	]	1946
04 01 011 00364 YX	[	GRR	YXYX(n:X)	MKE	YXYX(X:X)	DFW	YXYX(n:X)	MKE	YXYX(X:X)	GRR	]	1946
04 02 021 01042 YX	[	GRR	YXYX(n:Y)	MKE	YXYX(X:Y)	DFW	YXYX(n:Y)	MKE	YXYX(X:Y)	GRR	]	1946

Enplanement Airport Coupon 2
Deplanement Airport Coupon 1

Fare Class

Directional Break (n=no X=yes)

Coupon 1 Marketing Carrier

Coupon 1 Operating Carrier

Original Point of Origin (Point of Sale)

Number of Coupons

Passengers Reported at 10%

Adjusted Passengers at 100%

Gross Fare Paid (incl. FET 6 PFC's)

Reporting Carrier

TABLE OF CONTENTS

REGULATIONS

<u>Chapter</u>	<u>Title</u>	<u>Page</u>
I	CFR Part 241 Section 19-7	11
II	DOT OAI Directive 224 New O&D Survey Records	27
III	CFR Part 298 Commuter Air Carriers	61
IV	Commuter Database	87

Chapter I

CFR Part 241 Section 19-7

Sec. 19-7 Passenger origin-destination survey.

(a) All U.S. large certificated air carriers conducting scheduled passenger operations (except helicopter carriers) shall participate in a Passenger Origin-Destination (O & D) Survey covering domestic and international operations, as described in the instructions manual entitled, Instructions to Air Carriers for Collecting and Reporting Passenger Origin-Destination Survey Statistics (Appendix A to this section), and in Passenger Origin-Destination Directives issued by the Department's Bureau of Transportation Statistics (BTS), Office of Airline Information (OAI). Copies of these Instructions and Directives are provided to each large carrier participating in the Survey. Copies are also available from the Office of Airline Information, K-25, Room 4125, U.S. Department of Transportation, 400 Seventh St., SW., Washington, DC 20590.

(b) Those participating air carriers that have access to automatic data processing (ADP) services shall utilize magnetic tape, cartridge, floppy diskette or other ADP media for transmitting the prescribed data. Those carriers without ADP capability should contact the Office of Airline Information for further instructions ((202) 366-4373).

(c) A statistically valid sample of light coupons shall be selected for reporting purposes. The sample shall consist of at least 1 percent of the total lifted ticket flight coupons for all large domestic markets listed in the Instructions and 10 percent for all others--including domestic and international markets. The sample shall be selected and reported in accordance with the requirements of paragraph (a) of their section, except that the participating O & D carriers with nonstandard ticketing procedures, or other special operating characteristics, may propose alternative procedures. Such departures from standard O & D Survey practices shall not be authorized unless approved in writing by the Director, Office of Airline Information under the procedures in Sec. 1-2 of 14 CFR part 241. The data to be recorded and reported from selected lifted ticket flight coupons, as stipulated in the Instructions and Directives shall include the following data elements: Point of origin, carrier on each flight-coupon stage, fare-basis code for each flight-coupon stage, points of stopover or connection (interline and intraline), point of destination, number of passengers, and total dollar value of ticket (fare plus tax).

(d) Data covering the operations of foreign air carriers that are similar to the information collected in the Passenger Origin-Destination Survey are generally not available to the Department, the U.S. carriers, or U.S. interests. Therefore, because of the damaging competitive impact on U.S. carriers and the adverse effect upon the public interest that would result from unilateral disclosure of the U.S. survey data, the Department has determined its policy to be that the international data in the Passenger Origin-Destination Survey shall be disclosed only as follows:

(1) To an air carrier directly participating in and contributing input data to the Survey or to a legal or consulting firm designated by an air carrier to use on its behalf O & D data in connection with a specific assignment by such carrier.

(2) To parties to any proceeding before the Department to the extent that such data are relevant and material to the issues in the proceeding upon a determination to this effect by the Administrative Law Judge or by the Department's decision-maker. Any data to which access is granted pursuant to this section may be introduced into evidence subject to the normal rules of admissibility of evidence.

(3) To agencies and other components of the U.S. Government.

(4) To other persons upon a showing that the release of the data will serve specifically identified needs of U.S. users which are

consistent with U.S. interests.

(5) To foreign governments and foreign users as provided in formal reciprocal arrangements between the foreign and U.S. governments for the exchange of comparable O & D data.

(e) The Department reserves the right to make such other disclosures of the O & D data as is consistent with its regulatory functions and responsibilities.

Appendix A to Sec. 19-7--Instructions to Air Carriers for Collecting and Reporting Passenger Origin-Destination Survey Statistics

All questions, comments, extension and waiver requests should be addressed to:

Office of Airline Information, K-25, Room 4125, U.S. Department of Transportation, 400 Seventh St., SW., Washington, DC 20590, Telephone (202) 366-9059.

[GRAPHIC] [TIFF OMITTED] TC30SE91.007

B. Narrative Description

A single O&D Survey is conducted continuously by the large U.S. certificated air carriers. Foreign air carriers do not directly participate in the Survey, although some of their data are captured in the Survey, since passengers who share a ticketed itinerary between a U.S. carrier and a foreign carrier may be sampled by the U.S. carrier. The authority for these instructions is found in 14 CFR part 241, section 19-7, and in the CAB Sunset Act of 1984 (Pub. L. 94-443).

The Survey samples revenue passenger trips moving in whole or in part on domestic and/or international scheduled services of the carriers participating in the Survey. In general, these requirements do not apply to small certificated, all-cargo and all charter carriers.

The source documents for the Survey data are passenger tickets. These data are collected from the ``lifted'' flight coupons of tickets (a portion of a multi-part ticket booklet of three \1\ or more coupons, including one for each stage of the passenger's trip itinerary which is lifted by the carrier as the passenger boards a particular flight segment).

\1\ Each ticket booklet is comprised of one or more flight coupons for passenger travel in a city-pair market, plus a passenger coupon (the traveler's receipt) and the auditor coupon (for the carrier's internal controls).

The Survey data are taken from the coupon that is lifted by a participating carrier, unless it is apparent from the lifted coupon that another participating carrier has already recorded and reported the data, in which instance the ticket coupon is non-reportable for the second honoring/participating carrier. The complete passenger itinerary, and related data on type of fare and dollar value of the ticket, is recorded as one entry from the sampled, reportable flight coupon.

The recording of data from the sampled flight coupon normally consists of transcribing the information exactly as indicated on the ticket. The detail recorded for each trip shows the complete routing from the origin city (airport code) to the destination city (airport code) including, in sequence from the origin, each point of transfer and stopover (intra-line and inter-line), the summarized fare-basis code shown for each flight coupon stage of the itinerary, and the total dollar

value of the fare and tax for the entire ticket.

Prior to 1987, the Survey was generally based on a 10-percent sample of passenger tickets. Beginning July 1, 1987, the Survey is collected primarily on the basis of a stratified, scientific sample of at least 1 percent of tickets in domestic major markets and 10 percent of tickets in all other domestic and in all international city-pair markets. The Survey data are taken from the selected flight coupons of the tickets sampled: single-coupon or double-coupon round trips in domestic major markets where the ticket serial number ends in double zero (00) and all other ticket coupons ending in zero (0). This procedure yields a "two-tiered" stratified sample.

Group tickets are included on the basis of a 10-percent sample when the number of passengers on such a group ticket is 10 or less. Group tickets with more than 10 passengers on each ticket are included on the basis of a 100 percent census, i.e., all such tickets are sampled, regardless of serial number, and the total data listed are conformed to a 10 percent sample for inclusion in the O&D Survey.

Following the selection of reportable flight coupons and the recording of data, each participating carrier shall edit and summarize the data into a quarterly report to the Department.

These summarization procedures include showing two or more passengers with the same itinerary as one O&D record and compressing extremely lengthy itineraries (such as around-the-world tickets) into a standard trip stage length limit (which may be either seven or twenty-three stages, at the carrier's option), as explained in Section V.D.

II. Effective Date of Instructions

These data collection and reporting instructions are effective on and after July 1, 1987 and apply to all flight coupons lifted on or after July 1, 1987.

III. Carriers Participating in Survey

A. Participating carriers. As defined in section 19-7 of the Department's Economic Regulations (14 CFR part 241), the participants in the O&D Survey include all large certificated air carriers conducting scheduled passenger services (except helicopter carriers). These participating carriers collect and report data in accordance with these Instructions, and supplemental Passenger Origin-Destination Directives that may be issued periodically. The list of participating carriers will be issued by reporting directive under the authority in 14 CFR 385.27(b).

B. Amendments to list of participating carriers. As new carriers begin service, they will be required to file O&D Survey Data. These carriers will not be added to the participating carrier list automatically, but will be added when the next annual review is made.

IV. Submission of Reports

A. Period covered by reports. Reports are to be filed for each calendar quarter of the year as shown below:

Report	Time period covered
1st quarter.....	Jan. 1 through Mar. 31.

2nd quarter..... Apr. 1 through June 30.
3rd quarter..... July 1 through Sept. 30.
4th quarter..... Oct. 1 through Dec. 31.

B. Filing date for reports. Reports are to be filed with the Department on or before the dates listed below. The mailing address is on the inside cover to these instructions.

Report	Due date \1\
1st quarter.....	May 15
2nd quarter.....	Aug. 15
3rd quarter.....	Nov. 15
4th quarter.....	Feb. 15

\1\ Due dates falling on Saturday, Sunday or national holiday will become effective the first following work day.

C. Format of report. The report may be submitted in any one of the following formats:

- (1) ADP media including magnetic tapes and floppy discs.\3\
-

\3\ Magnetic tapes, floppy discs and similar media will be returned to the carriers, upon request, following completion of the processing cycle by the Department.

(2) Hard copy BTS Form 2787, in typewritten form, for carriers that lack computer capability. Sample formats of the required data appear in Sections IX and XII. Supplies of blank Form 2787 are available, upon request, from the Director, Office of Airline Information (address on inside cover). Any reasonable facsimile of Form 2787 will be acceptable in lieu of Form 2787, if approved in advance by the Director.

D. Number of copies of report to be filed. A participating carrier shall file with the Department a single copy of its quarterly O&D data report. When ADP submissions are transmitted, the package is to contain a transmittal letter describing the contents, and stating the overall record and passenger counts included in the submission. Each submission is to be labeled externally as to submitting carrier and time period of the O&D Survey data.

E. Address for filing reports. Reports should be submitted to the Director, Office of Airline Information (address on inside cover).

V. Selection of Sample and Recording of Data.\4\

\4\ Upon approval of the Director, Office of Airline Information, carriers may continue current reporting procedures (up to twenty-three stages of a passenger flight) and may report a uniform 10 percent sample of tickets lifted (each zero ending lifted coupon) without reducing the sample size from 10 percent to 1 percent for domestic major markets. Note that the domestic major markets will be reviewed each year at June 30, based on the prior 12 months O&D data, and the list amended as necessary. The list could remain static for more than a year, although it will be reviewed annually. Necessary amendments will be effective on January 1 of the following year.

A. Sampling Basis. Each participating carrier in this O&D Survey shall search all listed flight coupons, whether the coupons are its own ticket stock or on the ticket stock of another U.S. or foreign carrier (either standard IATA and ARC ticket stock or nonstandard ticket stock), and is to select for reporting purposes the following flight coupons:

(1) Major domestic markets. All single-passenger flight coupons that are either a single flight coupon ticket or part of a round trip, two coupon ticket where the ticket serial number ends in the digits double-zero (00). Note.--The list of major domestic markets will be issued by reporting directive under the authority in 14 CFR 385.27(b).

(2) International markets and all other domestic markets. (a) All single-passenger flight coupons with ticket serial numbers ending with the digit zero (0);

(b) Those group-ticket flight coupons with 10 or fewer passengers with ticket serial numbers ending with the digit zero (0);

(c) Those group-ticket flight coupons with 11 or more passengers without regard to serial number; and

(d) Itineraries in major domestic markets that comprise more than two coupons are sampled on a uniform 10 percent basis, by selecting all ticket serial numbers ending with the digit zero (0).

B. Selection of Reportable Flight Coupons. The flight coupons identified above are to be examined to isolate the reportable flight coupons, i.e. coupons from which data are to be recorded. Flight coupon data are reported only by the first honoring and participating carrier (operating carrier). Such carriers shall report the required data for the entire ticketed itinerary.

If a participating carrier has preceded an examining carrier on any stage in the trip itinerary, including any stage in a conjunction itinerary and any stage in a reissued ticket (either before or after reissue) that coupon is not reportable.

For conjunction tickets, the ticket number for the first ticket booklet determines if the conjunction tickets should be reported in the Survey. Otherwise, conjunction tickets do not require special treatment and are governed by the rules for regular tickets.

No adjustment is made in the Survey for alterations or changes in the trip itinerary subsequent to the stage covered by the reportable coupon.

C. Optional Use of Other Sampling Procedures.

(1) Alternative sampling procedures or alternative O&D data systems may be proposed by participating carriers with nonstandard ticketing procedures, or other special operating characteristics. Data reported under proposed alternative procedures must approximate the usefulness and statistical validity of the O&D Survey.

(2) Such departures from the prescribed O&D Survey practices shall not be authorized unless approved in writing by the Director, Office of Airline Information (address inside front cover). The proposed alternative O&D Survey procedures must be described in detail in the letter requesting the waiver.

D. Recording of Data from Reportable Flight Coupons. (1) The following items are to be reported from the reportable flight coupons:

(a) Point of origin,

(b) Operating carrier on each flight stage (if unknown, identify ticketed carrier),

(c) Ticketed carrier on each flight stage,

(d) Fare-basis on each flight coupon, C, D, F, G, X or Y,

(e) Points of stopover or connection (interline and intraline),

(f) Point of destination,

(g) Number of passengers, and

(h) Total dollar value of ticket (fare plus tax and other charges,

such as Passenger Facility Charges).

(2) The individual items are to be recorded in the sequence of occurrence in the itinerary as follows:

(a) All entries for points (airport codes \5\) in an itinerary are to be recorded in three-letter airport code data to fit into the stage-length limitation (seven or twenty-three stages at the carrier's option), all airport codes are to be reported, including data on commuter, foreign, intra-state and other carriers' portions of itineraries. Normally codes are recorded as they appear on the ticket. However, if a code is obviously incorrect, record the correct code. For instance, if a ticket is coded DCA-NYC or Washington/National to New York when the flight stage actually operated from Washington, Dulles to Newark (EWR), record the correct airport code. When only name spellings of a city appear on the ticket for multi-airport cities (such as Washington, New York, San Francisco, or Los Angeles), record the specific three letter airport code. In cases where two airport codes are shown on the ticket for a point, such as when the passenger arrives at an airport such as San Francisco and departs from another local airport such as Oakland, record the code for the arrival airport, enter a surface segment indicator (--) to the departure airport, and record the departure airport code. (When the surface portion is at the beginning or end of an itinerary, the surface indicator is to be omitted). For example:

\5\ Codes to be used are those appearing in the Official Airline Guide at the time the data are being recorded. If a code is not found in the OAG, contact the Director, Office of Airline Information (address inside front cover).

000001	UCA	YV	UA	Y	JFK	TW	TW	X
Passenger(s)	Utica	Mesa Operating Carrier	United Ticketed Carrier	Fare Code	New York Kennedy Airport	TWA Operating Carrier	TWA Ticketed Carrier	Fare Code

Surface Transportation

SFO	(Blank space)						
San Francisco	Operating Carrier		Ticketed Carrier		Fare Code		

OAK	UA	UA	G	LAX	DL	DL	F
Oakland	United Operating Carrier	United Ticketed Carrier	Fare	Los Angeles	Delta Operating Carrier	Delta Operating Carrier	Fare Code

SLC	NW	NW	D	PHX	AA	AA	C	LAX
Salt Lake City	Northwest Operating Carrier	Northwest Ticketed Carrier	Fare Code	Phoenix	American Operating Carrier	American Ticketed Carrier	Fare Code	Los Angeles

JL	JL	C	NRT	04596
Japan Air Lines Operating Carrier	Japan Air Lines Ticketed Carrier	Fare Code	Tokyo Narita	Dollars of Fare + Tax

In the above example, the passenger trip stages or segments are compressed into the maximum of 7 stages so that several intermediate city-pairs (Los Angeles to Seattle to Anchorage, or LAX--SEA--Anc) and the related carriers have not been recorded, as prescribed below in this Section V.D.(3)(e). In addition, after the fourth city-pair (Los Angeles-Salt Lake City), the passenger trip itinerary moves from the initial four-part ticket booklet onto another ``conjunction'' ticket, and the summary fare code data are not recorded beyond the initial four-part ticket.

(b) All entries for operating and ticketed carriers for a coupon stage of an itinerary are to be recorded using two character IATA-assigned or DOT codes, as in the above example. Note that the fare code summary was properly inserted after the ticketed carrier's code, i.e., UA for United Air Lines and Y for unrestricted coach class service. When a two-character carrier code is shown on the ticket, record that code for the ticketed carrier. However, if a code is obviously incorrect, record the correct carrier code. If the reporting carrier does not know the operating carrier on a downline code-share segment, it would use the ticketed carrier's code for both the operating and ticketed carriers. The reporting carrier is not responsible for knowing the operating carrier of a downline code-share where it is not a party to the code-share segment. Except for the infrequent compression of data to fit into the stage-length limitation (7 or 23 stages at the carrier's option), all carrier codes are to be recorded, including data on air taxis, commuters, intra-state, and other carrier portions of itineraries. On tickets involving interchange service or other cooperative carrier arrangements, the juncture point(s) where the passenger moves from one carrier system to another is to be recorded as an intermediate point in the itinerary, even when not shown on the ticket and even though the flight may overfly the juncture point.

(c) Entries for fare-basis codes are to be taken from the ``fare basis'' and ``fare description'' portions of the ticket and simplified into the appropriate category, as shown below. No attempt shall be made to determine and record fare-basis codes for that portion of a conjunction ticket appearing in the ticket. Fare-basis codes are to be recorded in one-character alphabetic codes. The fare-basis codes are recorded as follows:

C--Unrestricted Business Class
D--Restricted Business Class
F--Unrestricted First Class
G--Restricted First Class
X--Restricted Coach/Economy Class
Y--Unrestricted Coach/Economy Class
U--Unknown (This fare category is used when none is shown on a ticket coupon, or when a fare category is not discernible, or when two or more carrier fare codes are compressed into a single stage of a passenger trip).

(d) In recording the number of passengers, each single-passenger ticket is to be recorded as one passenger. Tickets for infants under two years of age not occupying a seat are not to be counted. A revenue passenger is defined in Section X.

For group tickets of 10 or fewer passengers per ticket record the actual number of passengers on each ticket, i.e., either 2, 3, 4, 5, 6, 7, 8, 9 or 10. For group tickets with 11 or more passengers (those sampled at a 100-percent rate) record the actual number of passengers traveling on each ticket, but keep these entries separate from the group

ticket records with 10 or fewer passengers and from the single-passenger ticket records. Group tickets with 11 or more passengers are to be sorted and summarized to combine all passengers for all itineraries which are identical in every respect, i.e., points, carriers, fare basis codes, and average dollar value (as defined in paragraph (e), below). The total number of passengers on each summarized record is to be divided by 10, rounding to the nearest whole passenger. If the quotient ends in 0.5 or more, raise to the next whole passenger. If the quotient ends in less than 0.5, drop the fraction. These large group-ticket records, after division by 10 for compatibility with the other data, are to be merged with the single-passenger records and with the group-ticket entries from tickets of 10 or fewer passengers for the quarterly O&D Survey report.

(e) The total dollar value shall be taken from the ``Total'' box on each ticket and shall be the sum of the fare plus tax for the entire ticket. Record this amount in whole U.S. dollars, with the cents dropped. Do not round cents to nearest whole dollar.

Amounts on tickets stated in foreign currency are to be converted to U.S. dollar equivalents. For all group tickets, the dollar value to be recorded shall be the average amount per passenger, determined by dividing the total dollar value for the entire group by the number of passengers on the group ticket, dropping cents in the average amount.

(3) The length of the itineraries to be recorded is limited to a maximum of seven stages or twenty-three stages, at the carrier's option. This recognizes that the vast majority of tickets sampled have seven stages or fewer and that the rare occurrences of extremely lengthy itineraries do not impact the overall Survey results enough to justify their reporting burden. Therefore, trips longer than these limits are compressed to fall within the stated maximums. The ticketed origin and destination are retained, but the intermediate routing is compressed by applying the following rules, in sequence:

(a) Combine any contiguous open, unknown carrier, or surface stages eliminating the connecting point, and ignoring the fare-basis codes, if different:

(b) Combine any contiguous stages via the same non-U.S. carrier, eliminating the connecting point, and ignoring the fare-basis codes, if different;

(c) Combine any contiguous stages via different non-U.S. carrier, making the carrier ``UK'', eliminating the connecting point, and ignoring fare-basis codes, if different:

(d) Combine any contiguous stages via the same U.S. carrier, eliminating the connecting point, and ignoring the fare-basis codes, if different, and;

(e) If the trip, after applying the four steps above, is still too long, record the compressed routing through to the stage length limitation city (seventh or twenty-third city), enter UK as the final carrier, and then record the ticketed destination as the next (the 8th or 24th) city.

VI. Summarization of Recorded Data

A. General. Prior to the submission of each quarterly report to the Department, each carrier is to summarize the data in accordance with the rules in Section VI.B. In special hardship cases, carriers may submit a waiver request (with justification under Section 1-2 of 14 CFR part 241) requesting permission to report their flight coupon records exactly as represented on their lifted tickets. Waiver requests must provide the documentation described in Section VI.C. so that the Department can develop the necessary procedures and edit routines to ensure the accuracy and reliability of the overall O&D Survey results. The granting of such waivers will depend upon the availability of resources for the

Department to assume this additional burden, which can only be determined on a case by case basis, after evaluating each carrier's need.

B. Rules for Summarization. Sort the recorded entries into sequence by the entire record (excluding the passenger field), i.e., by origin, complete routing (including fare-basis codes), tickets destination, and dollars value of ticket. All identical records are then to be combined into one summary record. The number of passengers on the summary record is to be the sum of the passenger amounts of all the individual records combined. Passengers are only summarized where records are identical in all respects except in number of passengers including dollar value of ticket. NOTE: DO NOT SUMMARIZE DOLLARS OVER IDENTICAL RECORDS. This summarization is to include the entries from group tickets, but only after the entries for group tickets with 11 or more passengers have been summarized and divided by 10, as stated in Section V.D.(2)(d). Carriers submitting quarterly O&D Survey reports on magnetic tapes or similar formats such as ``floppy discs'' will follow the ADP INSTRUCTIONS in Section IX. Carriers filing reports on hardcopy BTS Forms 2787 are to enter, on the last page of the report, the overall total of the number of passengers in the report.

C. Waiver Requests. Requests for permission to depart from the required O&D Survey procedures should include a procedural statement describing the process the carrier proposed to employ in examining, selecting and editing the data from reportable flight coupons for the O&D Survey, as well as a flow chart diagramming the proposed procedures.

D. Quantity and Quality Controls. Carriers are expected to establish and maintain continuous quantity and quality controls on the flow of all lifted flight coupons through their system processes to determine the total number of coupons handled and the number of reportable coupons selected. Such data controls and tests have not been specified by the Department, and necessarily must be developed by each carrier. Each participating carrier shall develop and use on a continuous basis such control tests as are necessary to ensure that all reportable coupons are being selected, recorded and reported as intended by these O&D Survey Instructions. Such controls should extend over all ADP processing, both in-house and that from external service bureaus.

VII. Editing of Recorded Data

A. City and Airport Codes. Prior to submission of O&D Survey reports, each carrier is to edit the recorded data to validate city and airport codes. This edit is to verify that the codes recorded are valid official codes, and it is independent of whether or not the carriers shown actually operated into or out of the airport shown. Any questions about airport codes should be addressed to the Director, Office of Airline Information (see inside of cover).

B. Edit Responsibility of Carriers. Each carrier is responsible for developing edit procedures and internal controls over its data entry and processing procedures so that valid and reliable data are captured in the O&D Survey inputs and are properly summarized in the outputs. Since the carriers have many different statistical systems, it is not practicable for the Department of Transportation to prescribe specific controls in this area, and each carrier is responsible for developing the appropriate internal control procedures to edit the O&D Survey data and ensure the integrity of these data. The Department will control the accuracy of its processing of the sampled data upon receipt from the carriers.

C. System Documentation of Edits. Carriers are required to maintain written O&D Survey procedural statements and flow charts. As provided in Section VIII, these must be established, or re-certified as of July 1, 1987, and thereafter when significant procedural revisions occur.

VIII. Control of Sample Selection and Data Recording

A. Sample Accuracy and Reliability. In order to maximize the accuracy and reliability of the sample selection and data recording, each carrier is to:

- (1) Develop a written statement describing the procedures it will employ in examining and selecting reportable flight coupons and in recording, summarizing, editing, and testing the Survey data.
- (2) Submit any proposed changes in the above procedures to the Department's Office of Airline Information, prior to implementation of such changes.
- (3) Establish continuous quantity controls on the flow of all lifted flight coupons through the carrier's accounting processing to determine the total number of coupons handled, and the number of reportable coupons selected. Tests are to be made continuously to assure that all reportable coupons are being selected and the data recorded. Such tests should be completed while the ``lifted'' flight coupons (representing earned passenger revenues for flight segments operated) remain in the possession of the carrier. Establish such other internal control procedures as are necessary for supervising and monitoring the accuracy of the recording of data from reportable flight coupons.

B. Staff Review. The OAI staff will review the carrier procedures and practices and may request modifications or the use of special procedures necessary to improve the sample or to bolster the controls for accuracy and reliability.

IX. ADP Instructions

Each carrier electing to submit its Survey reports in machine listing form or magnetic media in lieu of hardcopy BTS Form 2787 is to be governed by the following instructions:

A. Instructions for Submitting Records on Magnetic Media

(1) Identification record. This identification record is to include the reporting carrier and the reporting period. It is designed to fall at the beginning of each file when sorted on columns 7 through 200. The record is to be in the format shown as follows:\6\

\6\ Each reel of tape will be returned to the individual carrier upon request.

Field	Tape positions (from-to)	Tape record layout
Passenger Count.....	1-6	1. Passenger field must contain leading zeros, and no blanks.
1st City Code.....	7-9	
1ST Operating Carrier.....	10-11	2. City field contains the 3-letter alpha code for the airport in the first 3 positions.
1ST Ticketed Carrier.....	12-13	
Fare Basis Code.....	14	
2ND City Code.....	15-17	
2nd Operating Carrier.....	18-19	
2nd Ticketed Carrier.....	20-21	
Fare Basis Code.....	22	
3rd City Code.....	23-25	

3rd Operating Carrier.....	26-27	
3rd Ticketed Carrier.....	28-29	
Fare Basis Code.....	30	
4th City Code.....	31-33	3. Ticketed and operating carrier fields are to contain the 2 character air carrier code. An unknown carrier is to be coded ``UK'' and surface carrier is to be coded ``-- --'' (dash dash).
4th Operating Carrier.....	34-35	
4th Ticketed Carrier.....	36-37	
Fare Basis Code.....	38	
5th City Code.....	39-41	
5th Operating Carrier.....	42-43	
5th Ticketed Carrier.....	44-45	
Fare Basis Code.....	46	
6th City Code.....	47-49	4. Fare basis code is a one position alpha code.
6th Operating Carrier.....	50-51	
6th Ticketed Carrier.....	52-53	
Fare Basis Code.....	54	5. Portion of record for sorting, summarizing, and sequencing includes columns 7 through 200.
7th City Code.....	55-57	
7th Operating Carrier.....	58-59	
7th Ticketed Carrier.....	60-61	
Fare Basis Code.....	62	
8th City Code.....	63-65	6. Dollar amount in positions 196-200 is right justified.
8th Operating Carrier.....	66-67	
8th Ticketed Carrier.....	68-69	
Fare Basis Code.....	70	7. Positions 66-193 are used only by those carriers who want to report more data, and are not compressing to 7 stages (see Sec. V.D. (3) for compressing rules.
9th City Code.....	71-73	
9th Operating Carrier.....	74-75	
9th Ticketed Carrier.....	76-77	
Fare Basis Code.....	78	
10th City Code.....	79-81	
10th Operating Carrier.....	82-83	
10th Ticketed Carrier.....	84-85	
Fare Basis Code.....	86	
11th City Code.....	87-89	
11th Operating Carrier.....	90-91	
11th Ticketed Carrier.....	92-93	
Fare Basis Code.....	94	
12th City Code.....	95-97	
12th Operating Carrier.....	98-99	
12th Ticketed Carrier.....	100-101	
Fare Basis Code.....	102	

13th City Code.....	103-105
13th Operating Carrier.....	106-107
13th Ticketed Carrier.....	108-109
Fare Basis Code.....	110
14th City Code.....	111-113
14th Operating Carrier.....	114-115
14th Ticketed Carrier.....	116-117
Fare Basis Code.....	118
15th City Code.....	119-121
15th Operating Carrier.....	122-123
15TH Ticketed Carrier.....	124-125
Fare Basis Code.....	126
16th City Code.....	127-129
16th Operating Carrier.....	130-131
16th Ticketed Carrier.....	132-133
Fare Basis Code.....	134
17th City Code.....	135-137
17th Operating Carrier.....	138-139
17th Ticketed Carrier.....	140-141
Fare Basis Code.....	142
18th City Code.....	143-145
18th Operating Carrier.....	146-147
18th Ticketed Carrier.....	148-149
Fare Basis Code.....	150
19th City Code.....	151-153
19th Operating Carrier.....	154-155
19th Ticketed Carrier.....	156-157
Fare Basis Code.....	158
20th City Code.....	159-161
20th Operating Carrier.....	162-163
20th Ticketed Carrier.....	164-165
Fare Basis Code.....	166
21st City Code.....	167-169
21st Operating Carrier.....	170-171
21st Ticketed Carrier.....	172-173
Fare Basis Code.....	174
22nd City Code.....	175-177
22nd Operating Carrier.....	178-179
22nd Ticketed Carrier.....	180-181
Fare Basis Code.....	182
23rd City Code.....	183-185
23rd Operating Carrier.....	186-187
23rd Ticketed Carrier.....	188-189
Fare Basis Code.....	190
24th City Code.....	191-193
Blank.....	194-195
US Value of Ticket in \$.....	196-200

Field	Columns	Remarks
Reporting carrier.....	1-2	Alpha code.
Reporting period:		
Year.....	3-4	Tens and units position.
Quarter.....	5	1, 2, 3, or 4.
Blanks.....	6-200	

(2) Detail record. (a) All records are to be summarized on the

complete itinerary \7\ (columns 7 through 200) and the summary record only for each itinerary is to be submitted. The tape file, including the identification record, is to be in sequence by complete itinerary.

\7\ Itinerary includes total dollar value of ticket.

(b) The tape record layout is shown on the following page.

(3) Magnetic Tape Instructions: (a) All tapes are to be written using the standard IBM extended binary coded decimal interchange code (EBCDIC).

(b) The recording density can be either 6250 or 1600 B.P.I.

(c) All tape will contain standard IBM volume header, and trailer records.

(d) External labels will contain the carrier, name, the report date, file identification, and an address for returning the tapes.

(4) Transmittal letter. The tape shall be accompanied by a transmittal letter which shows the number of records reported and the total number of passengers contained in the report.

B. Editing of Tape Records. Prior to submission of data, each carrier is requested to edit and correct its data so that its O&D Survey report may be as error-free as is reasonably practicable. The methods to be used in editing are left to the carriers' discretion, but with assistance available upon request from the Department's Office of Airline Information (OAI). To aid the carriers in maintaining a current file of editing criteria, OAI will re-issue, as needed, the city/airport-carrier file to each participating carrier. There will be a five-position field to denote the city/airport-carrier. The first three positions denotes the airport and the last two positions denotes the air carrier.

C. Standard Formats for Floppy Disk or Cartridge Submissions. Carriers should use the 200 position format with the standard length fields prescribed for magnetic media submissions. The record layout is detailed in subsection A(1) of this section. However, to simplify the PC submissions, the submitter may report the dollar value of the ticket in the field immediately after the last reported city code, rather than in positions 196-200. Submitters may separate fields by using commas or tabs (comma delimited ASCII or tab delimited ASCII format).

X. Glossary of Terms

Selected terms used in the foregoing instructions are here defined and explained in the context of the O&D Survey.

ADP. An abbreviation for automated data processing, which is the term applied to all forms of machine processed data.

Carrier. Any scheduled air carrier, U.S. or foreign, that appears on a coupon stage in a ticketed itinerary, including helicopter, air taxi, commuter, intra-Alaska carriers, and intra-state carriers.

City or origin. (See origin.)

Conjunction ticket. Two or more tickets concurrently issued to a passenger and which together constitute a single contract of carriage.

Connecting point. An intermediate point in an itinerary at which the passenger deplanes from one flight and boards another flight, either on the same carrier or from the flight of one carrier to a flight of another carrier, for continuation of the journey.

Coupon stage. (See flight-coupon stage.)

Destination. The last point in the itinerary and the last point at which the passenger is to deplane at the completion of the journey. (In roundtrip itineraries, the destination and the origin are the same.)

Dollar value of ticket. (See total dollar value of ticket.)

Domestic. Itineraries within or between the 50 U.S. States and the District of Columbia are considered domestic for this Survey.

Fare basis code. The alphabetic code(s) or combination of alphabetic and numeric codes appearing in the ``Fare basis'' box on the flight coupon which describe the applicable service and discount to which the passenger is entitled. All fare basis codes are summarized into basic categories; namely C--Unrestricted Business Class, D--Restricted Business Class, F--Unrestricted First Class, G--Restricted First Class, X--Restricted Coach/Economy Class, Y--Unrestricted Coach/Economy Class, and U--Unknown (This fare category is used when none is shown on a ticket coupon, or when a fare category is not discernible, or when two or more carrier fare codes are compressed into a single stage of a passenger trip).

Fare ladder. The ``For-issuing-office-only'' box of a ticket.

Flight-coupon stage. The portion of an itinerary which lies between two contiguous points in the itinerary and between which points the passenger is to travel on a single flight.

Group ticket. A single ticket valid for the transportation of two or more passengers over the same itinerary.

Interline transfer. An occurrence at an intermediate point in an itinerary where a passenger changes from one carrier to another carrier, with or without a stopover.

Intermediate point. Any point in an itinerary, other than the origin or destination, at which the passenger makes an interline or intraline connection or stopover.

International. The world area outside the 50 U.S. States and the District of Columbia. Itineraries between points outside the 50 States are considered as international for this Survey, as well as itineraries between the 50 States and U.S. possessions, and between or within U.S. possessions.

Intraline transfer. An occurrence at an intermediate point in an itinerary where a passenger changes from a flight of one carrier to another flight of that same carrier, with or without stopover, or where the passenger changes from one class of service to another class of service on the same flight.

Itinerary. All points in the passenger journey, beginning with the origin, followed by the routing, and ending with the destination, in the sequence shown on the ticket.

Operating air carrier. Under a code-share arrangement, the air carrier whose aircraft and flight crew are used to perform a flight segment.

Origin. The first point in the itinerary and the point where the passenger first boards a carrier at the beginning of the itinerary.

Participating carrier. A carrier which is governed by the Survey data collection and reporting instructions contained herein and which is required to file Survey reports with the Department of Transportation.

Point. A city or airport (always identified by its airport code).

Reissued ticket. A ticket issued in exchange for all or part of the unused portion of a previously issued ticket.

Reportable flight coupon. A flight coupon in an itinerary in which the carrier examining the coupon is the first participating carrier to lift a flight coupon in the itinerary and from which coupon the examining carrier records the Survey data.

Reporting carrier. The carrier in a given itinerary which has lifted the reportable flight coupon in that itinerary and which carrier is required to record the Survey data for that itinerary for the report to the Department.

Routing. The carrier on each flight-coupon stage in an itinerary and the intermediate points of routing stopover or connection (interline or intraline) in the sequence of occurrence in the movement of the passenger from origin to destination. The routing also includes fare-basis summary codes on each flight-coupon stage, to the extent these are available from the ticket.

Scheduled service. Transport service operated on a certificated

large air carrier's routes pursuant to published flight schedules, including extra sections of scheduled flights.

Stage. (See flight-coupon stage.)

Ticketed air carrier. Under a code-share arrangement, the air carrier whose two-character air carrier code is used for a flight segment, whether or not it actually operates the flight segment.

Total dollar value of ticket. The sum of the fare plus tax for the entire ticketed itinerary, in whole U.S. dollars with cents dropped. For a group ticket, the amount is the average per passenger. For fares stated in foreign currency, it is the equivalent in U.S. dollars.

Transfer. (See interline transfer and intraline transfer.)

[GRAPHIC] [TIFF OMITTED] TC30SE91.011

[Amdt. No. 241-55, 52 FR 6529, Mar. 5, 1987, as amended at 60 FR 66723, 66724, Dec. 26, 1995; 62 FR 43280, Aug. 13, 1997; 67 FR 58690, Sept. 18, 2002]

Chapter II

DOT OAI Directive 224 New O&D Survey Records

**DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION
STATISTICS OFFICE OF AIRLINE
INFORMATION**

**ACCOUNTING AND REPORTING
DIRECTIVE**

No. 224

Issue Date: 12/19/97 Effective Date:

1/119

8 Part:

Section: 19-

7

**PASSENGER ORIGIN-DESTINATION SURVEY
OPERATING AND TICKETED CARRIER
REPORTING NEW FARE BASIS CODES AND
RECORD LAYOUT**

This accounting and reporting directive is a reminder to large certificated air carriers to (1) report the ticketed carrier (carrier of record on the coupon) and the operating carrier, when filing the Passenger Origin-Destination Survey (Survey), (2) use the new fare code designations, and (3) use the new record layout. These changes were made mandatory by a final rule published in the Federal Register on August 13, 1997 (62 FR 43276). On or about August 20, 1997, all participating air carriers were sent copies of the final rule, which becomes effective on January 1, 1998. The initial submission under the new regulations will be for the first quarter 1998, which is due at DOT by May 15, 1998.

Under code-share agreements, two or more carriers ally to provide service with each party receiving economic benefits. Since more than one carrier may be involved with the service over a given flight stage, we are requiring submitters of the Survey to identify both the ticketed carrier and the operating carrier for each flight stage. When there is only one carrier involved in a service (noncode-share flight), that carrier's code should be reported for both the ticketed and the operating carrier.

DOWNLINE CODE-SHARE REPORTING

The reporting carrier is required to identify ticketed and operating carriers for all segments in which it participates in a code-share agreement. Carriers are not required to identify code-share arrangements in which they are not involved. This relieves the reporting carrier from the potentially substantial burden of reporting third-party downline code-share arrangements. In such situations, the

reporting carrier may not have the information necessary to comply with such a requirement. Therefore, in the case of third party code-share arrangements, the reporting carrier would report the code of the ticketed carrier as both the ticketed and operating carrier. Please refer to Attachment A for specific reporting examples of various codeshare arrangements.

WHICH CARRIER IS RESPONSIBLE FOR REPORTING?

The first operating carrier, that is a participant in the Survey, is responsible for submitting the applicable Survey data. Since the operating carrier generally performs the passenger ticket lift at the gate, it should have the necessary information for Survey reporting.

HOW DO I REPORT A CODE-SHARE PARTNER THAT DOES NOT HAVE AN OFFICIAL AIRLINE CODE?

There are some instances where the operating carrier does not have its own carrier code. However, it is still necessary to identify both the operating and ticketed carriers. This is true even when the operating carrier is a wholly-owned subsidiary that holds its own operating authority. Attachment B is a list of carriers that do not have official two-character IATA codes. The Office of Airline Information (OAI) has assigned these carriers a two-digit numeric code for use in Survey reporting. Please inform Ms. Gloria Laury (202) 366-0923 of any code-share partners which do not have a two-digit or two-character IATA code and which are not listed in Attachment B. Carriers, which have been assigned a two-digit numeric code by OAI and subsequently acquire a two-character IATA code, should notify OAI of this fact and use the newly assigned IATA code in reporting. Each quarter, OAI will send to participating air carriers the normal Survey edit data and an updated listing of assigned two-digit numeric codes.

HONORED TICKETS

There are instances where a reporting carrier may honor the ticket of another carrier (noncode-share partner), and transport the passenger without re-issuing the ticket. In these cases, the reporting carrier should treat the ticket as if it had actually been re-issued and report it accordingly. If the reporting carrier reported the air carrier code on the actual ticket, it would appear that there is a code-share arrangement between the ticketed and operating carrier when, in fact, there is none.

SURFACE TRANSPORTATION

If a passenger's itinerary includes a surface transportation leg anywhere between the first and last flight legs, the operating and ticketed carriers for the surface transportation are recorded as "--" and "--" (dash dash and dash dash).

SURVEY RECORD LAYOUT

The Survey record layout has been modified to include the ticketed carrier. This will be less burdensome for carriers to implement than designing a new system or adding an ad hoc requirement to report the ticketed carrier. To accommodate the two positions needed for the ticketed carrier code, the following changes are made in the record layout (See Attachment C).

1. The two positions needed to record the ticketed carrier code will be obtained by using the space of the old one-position "Stopover" code, which is no longer reported, and by reducing the "Fare Basis" code to a one position alpha field.

2. The fare basis codes are recorded as follows:

Reporting Code	Fare Category Description
F	Unrestricted First Class
G (new)	Restricted First Class
C	Unrestricted Business Class
D (new)	Restricted Business Class
Y	Unrestricted Coach/Economy Class
X (new)	Restricted Coach/Economy Class

MAGNETIC TAPE INSTRUCTIONS

All tapes are to be written using the standard IBM Extended Binary Coded Decimal Interchange Code (EBCDIC). The recording density should be 6250 B.P.I. All tape will contain standard IBM volume header, and trailer records. External labels will contain the carrier code, name, the report date, file identification, and an address for returning the tape.

TRANSMITTAL LETTER

The O&D Survey tape shall be accompanied by a transmittal letter which shows the number of records reported, the total number of passengers contained in the report, name of point of contact and phone number.

FLOPPY DISKETTE SUBMISSIONS

The final rule prescribes a 200 position format with standard lengths of fields for submission of personal computer (PC) generated Survey reports. The field descriptions and field lengths are identical to the fields prescribed for magnetic tape/cartridge submissions (see Attachment C). Submitters may separate fields by using commas or tabs (comma delimited ASCII or tab delimited ASCII format).

If you have any questions on the record layout, please call Charles Bradford in care of this office at (202) 366-4376.

Don Bright ((202) 366-4373] can answer other questions concerning the Survey.

This directive is issued under authority delegated in 14 CFR 385.19(b).

Timothy E. Carmody
Director

Attachments

Examples of How to Report Various Code-Share Arrangements

A. Single segment itineraries

1. U.S. participating carrier (BB) operates under a foreign carrier's code (FO).

O&D reporting - BB
Operating carrier - BB
Ticketed carrier - FO

2. Nonparticipating commuter (NP) operates under its wholly-owned parent's (participating carrier) (BB) code.

O&D reporting - none (No U.S. participating carrier operated a flight segment)
Operating carrier - NP
Ticketed carrier - BB

3. Foreign carrier (FO) operates under U.S. carrier code (BB).

O&D reporting - none (No U.S. participating carrier operated a flight segment)
Operating carrier - FO
Ticketed carrier - BB

4. A nonparticipating U.S. carrier (NP) operates under a U.S. participating carrier's (BB) code.

O&D reporting - none (No U.S. participating carrier operated a flight segment)
Operating carrier - NP
Ticketed carrier - BB

5. U.S. participating air carrier (AB) operates under U.S. participating carrier's (XY) code.

O&D reporting - AB
Operating carrier - AB
Ticketed carrier - XY

B. Multi segment itineraries

1. Foreign carrier (FO) operates under U.S. carrier code (BB) then the passenger interlines with US carrier (BB).

O&D reporting - BB (operated the second segment)

First Segment

Operating carrier - FO Ticketed carrier - BB

Second Segment

Operating carrier - BB

Ticketed carrier - BB

2. U.S. carrier (BB) operates under foreign carrier's code (FO) and the passenger interlines with the foreign carrier.

O&D reporting - BB (operated first segment)

First Segment

Operating carrier - BB

Ticketed carrier - FO

Second Segment

Operating carrier - FO

Ticketed carrier - FO

3. Nonparticipating Union Express (NP) operates under Union's code (BB) and the passenger interlines with BB. Union is a participating carrier and owns Union Express.

O&D reporting - BB (operated second segment)

First Segment

Operating carrier - NP (wholly owned subsidiary must be identified).

Ticketed carrier - BB

Second Segment Operating

carrier - BB Ticketed

carrier - BB

4. U.S. participating carrier (BB) operates under U.S. participating air carrier (XY) code and the passenger interlines with XY.

O&D reporting - BB

First Segment

Operating Carrier - BB

Ticketed carrier - XY

Second Segment

Operating Carrier - XY

Ticketed Carrier - XY

C. Multi segment itineraries with interlines

1. Foreign air carrier (FO) operates under U.S. participating carrier's code (BB) and then the passenger interlines with U.S. participating carrier XY.

O&D reporting - XY (However, this ticket probably would not be reported if XY did not realize it was the first participating carrier to operate)

First Segment

Operating carrier - FO

Ticketed carrier - BB

Second Segment

Operating carrier - XY

Ticketed carrier - XY

2. Foreign carrier (FO) operates under U.S. participating carrier's code (BB), passenger interlines to a BB operated flight and then interlines with participating carrier XY.

O&D reporting - BB (operated second segment)

First Segment

Operating carrier - FO

Ticketed carrier - BB

Second Segment

Operating carrier - BB

Ticketed carrier - BB

Third Segment

Operating carrier - XY

Ticketed carrier - XY

3. U.S. carrier (BB) operates under foreign carrier's (FO) code, the passenger interlines to the foreign carrier then to another U.S. air carrier (XY).

O&D reporting - BB (BB operated first segment; there may be double reporting, if XY believed it was first operating US carrier)

First Segment

Operating carrier - BB

Ticketed carrier - FO

Second Segment

Operating carrier - FO

Ticketed carrier - FO

Third Segment

Operating carrier - XY

Ticketed carrier - XY

4. Nonparticipating U.S. air carrier (NP) operates under a U.S. participating air carrier's code (BB) and the passenger interlines with BB and then with XY.

O&D reporting - BB (operated second segment)

First Segment

Operating carrier - NP

Ticketed carrier - BB

Second Segment

Operating carrier - BB

Ticketed carrier - BB

Third Segment

Operating carrier - XY

Ticketed carrier - XY

5. Nonparticipating U.S. air carrier (NP) operates under a U.S. participating air carrier's code (BB) and the passenger interlines with U.S. participating carrier XY

O&D reporting - XY (However, this ticket probably would not be reported if XY did not realize it was the first participating carrier to operate)

First Segment

Operating carrier - NP

Ticketed carrier - BB

Second Segment

Operating carrier - XY

Ticketed carrier - XY

6. U.S. participating carrier (BB) operates the first segment; the passenger then interlines on a code-share between AB and XY

O&D reporting - BB (If BB did not know AB operated second segment it would report XY for both operating and ticketed carriers)

First Segment

Operating carrier - BB

Ticketed carrier - BB

Second Segment

Operating Carrier - AB

Ticketed Carrier - XY

7. United Airlines code-shares and interlines with Air Canada. Air Canada operates the second leg and Air Canada's subsidiary carrier (J3) operates the third leg of the passenger's itinerary. United Airlines is the ticketed carrier for all three legs.

O&D reporting - UA
First Segment
Operating carrier - UA
Ticketed carrier - UA
Second Segment
Operating carrier - AC
Ticketed carrier - UA
Third Segment
Operating carrier - J3
Ticketed carrier - UA

Identity of Carrier Codes

Reporting carriers are required to identify the actual carrier entity operating the aircraft in each coupon in the itinerary where they are a party to a code-share arrangement. Carriers should be aware of the fact that numerous air carriers operating under code-sharing arrangements do not have two-character carrier designations that are readily apparent from easily referenced sources. Reporting carriers are directed to establish the official two-character carrier designator from the IATA or contact the Office of Airline Information at (202) 366-0923 or (202) 366-0221.

DOT Assigned Numeric Carrier Codes
(for O&D Reporting Purposes Only)

There are a limited number of air carriers operating with out an official IATA two-character carrier designator. The Office of Airline Information has identified as many of the air carriers within the United States and Canadian carriers with trans-border flights that are operating without IATA two-character carrier designators. For the purposes of reporting the operating carrier identity in the Origin and Destination Survey, the OAI has assigned carrier designators for carriers without IATA codes.

NOTE: Should a two-character IATA code be assigned to any of the carriers listed below, use the IATA code rather than the DOT assigned code, and please notify Ms. Gloria Laury on (202) 366-0923. Also, please notify Ms. Laury of any code-share operations with carriers that do not have IATA codes and that are not listed below.

<u>Carrier Name</u>	<u>DOT Assigned O&D Code</u>
Astral Aviation/Skyways	11
Allegheny Airlines d/b/a USAirways Express	12
Chautauqua Airlines d/b/a USAirways Express	13
Commatair d/b/a USAirways Express	14
Nantucket Airlines	15
PSA d/b/a USAirways Express	16
Piedmont Airlines d/b/a USAirways Express	17
Canadian Regional Airlines (Includes operations by Ontario Express and Inter-Canadian Airlines, Ltd under code-share agreement with Canadian Airlines Int'I)	

ORIGIN DESTINATION SURVEY RECORD LAYOUT
INCLUDING SPECIAL REPORTING ITEM

FIELD NUMBER	DATA ITEM	LOCATION OF DATA
1.	PASSENGER COUNT	1-6
2.	1ST AIRPORT CODE	7-9
3.	1ST OPERATING CARRIER	10-11
4.	1ST TICKETED CARRIER	12-13
5.	FARE BASIS CODE	14
6.	2ND AIRPORT CODE	15-17
7.	2ND OPERATING CARRIER	18-19
8.	2ND TICKETED CARRIER	20-21
9.	FARE BASIS CODE	22
10.	3RD AIRPORT CODE	23-25
11.	3RD OPERATING CARRIER	26-27
12.	3RD TICKETED CARRIER	28-29
13.	FARE BASIS CODE	30
14.	4TH AIRPORT CODE	31-33
15.	4TH OPERATING CARRIER	34-35
16.	4TH TICKETED CARRIER	36-37
17.	FARE BASIS CODE	38
18.	5TH AIRPORT CODE	39-41
19.	5TH OPERATING CARRIER	42-43
20.	5TH TICKETED CARRIER	44-45
21.	FARE BASIS CODE	46
22.	6TH AIRPORT CODE	47-49
23.	6TH OPERATING CARRIER	50-51
24.	6TH TICKETED CARRIER	52-53
25.	FARE BASIS CODE	54
26.	7TH AIRPORT CODE	55-57
27.	7TH OPERATING CARRIER	58-59
28.	7TH TICKETED CARRIER	60-61
29-	FARE BASIS CODE	62
30.	8TH AIRPORT CODE	63-65
31.	8TH OPERATING CARRIER	66-67
32.	8TH TICKETED CARRIER	68-69
33.	FARE BASIS CODE	70
34.	9TH AIRPORT CODE	71-73
35.	9TH OPERATING CARRIER	74-75
36.	9TH TICKETED CARRIER	76-77
37.	FARE BASIS CODE	78
38.	10TH AIRPORT CODE	79-81
39.	10TH OPERATING CARRIER	82-83
40.	10TH TICKETED CARRIER	84-85
41.	FARE BASIS CODE	86

42	11TH AIRPORT CODE	87-89
43	11TH OPERATING CARRIER	90-91
44	11TH TICKETED CARRIER	92-93
45	FARE BASIS CODE	94
46	12TH AIRPORT CODE	95-97
47	12TH OPERATING CARRIER	98-99
48	12TH TICKETED CARRIER	100-101
49	FARE BASIS CODE	102
50	13TH AIRPORT CODE	103-105
51	13TH OPERATING CARRIER	106-107
52	13TH TICKETED CARRIER	108-109
53	FARE BASIS CODE	110
54	14TH AIRPORT CODE	111-113
55	14TH OPERATING CARRIER	114-115
56	14TH TICKETED CARRIER	116-117
57	FARE BASIS CODE	118
58	15TH AIRPORT CODE	119-121
59	15TH OPERATING CARRIER	122-123
60	15TH TICKETED CARRIER	124-125
61	FARE BASIS CODE	126
62	16TH AIRPORT CODE	127-129
63	16TH OPERATING CARRIER	130-131
64	16TH TICKETED CARRIER	132-133
65	FARE BASIS CODE	134
66	17TH AIRPORT CODE	135-137
67	17TH OPERATING CARRIER	138-139
68	17TH TICKETED CARRIER	140-141
69	FARE BASIS CODE	142
70	18TH AIRPORT CODE	143-145
71	18TH OPERATING CARRIER	146-147
72	18TH TICKETED CARRIER	148-149
73	FARE BASIS CODE	150
74	19TH AIRPORT CODE	151-153
75	19TH OPERATING CARRIER	154-155
76	19TH TICKETED CARRIER	156-157
77	FARE BASIS CODE	158
78	20TH AIRPORT CODE	159-161
79	20TH OPERATING CARRIER	162-163
80	20TH TICKETED CARRIER	164-165
81	FARE BASIS CODE	166
82	21ST AIRPORT CODE	167-169
83	21ST OPERATING CARRIER	170-171
84	21ST TICKETED CARRIER	172-173
85	FARE BASIS CODE	174
86	22ND AIRPORT CODE	175-177
87	22ND OPERATING CARRIER	178-179
88	22ND TICKETED CARRIER	180-181

89.	FARE BASIS CODE	182
90.	23RD AIRPORT CODE	183-185
91.	23RD OPERATING CARRIER	186-187
92.	23RD TICKETED CARRIER	188-189
94.	FARE BASIS CODE	190
93.	24TH AIRPORT CODE	191-193
94.	BLANK	194-196
95.	US VALUE OF TICKET IN \$	196-200

Top Domestic O&D's for Fargo N D Market Averages

Sample Report from O&DPlus Domestic (Passengers are stated at 10%)

Database selected:	Totals by Market Summary
Report selected:	Market Averages
Time Period selected:	011, 012, 013, 014
Summary Level:	Airport to Airport
Build Pairs File:	[X]
Output to:	File
File name:	[Mfgo]
Output File Type:	.xls
Connect Type:	Total
Direction:	Outbound
Postprocessing:	Sort in Excel descending using sort key Passengers. Summarize miscellaneous destinations into "Other"

Period [2001:1,2,3,4]
 SmLvl Airport to Airport
 Dir Outbound

MARKET - AVERAGES REPORT
 Sum of Periods Selected
 (Ten Percent Sample)

NAME	Mkt Rank	Code	City Code	St	NStop Miles	PASSENGERS	REVENUES	AVERAGE FARE	000's COUPN MILS	YIELD /CPM	ITEN MILES	PASSNGRS /DAY	AVG COUP	\$0 FARE PAX
BASE: Fargo		FAR	FAR	ND	----									
St Paul Intl	2051	MSP	+MN	MN	223	1,488	200,813	134.95	330.48	60.76	222	4.1	1.000	39
Denver Intl	2003	DEN	+DE	CO	627	1,325	210,797	159.09	937.91	22.48	708	3.6	1.294	121
Sky Harbor Intl	2226	PHX	+PX	AZ	1225	1,173	199,116	169.75	1,710.03	11.64	1,458	3.2	2.003	210
O'Hare Intl	2144	ORD	+CH	IL	557	1,049	153,611	146.44	584.35	26.29	557	2.9	1.285	20
McCarran Intl	3111	LAS	+LV	NV	1205	716	115,495	161.31	1,049.05	11.01	1,465	2.0	2.002	56
Seattle/Tacoma I	3048	SEA	+SE	WA	1196	634	132,962	209.72	1,043.76	12.74	1,646	1.7	2.026	94
Orlando Intl	3916	MCO	+OR	FL	1525	558	99,595	178.49	871.35	11.43	1,562	1.5	2.073	82
Ronald Reagan Nt	3794	DCA	+WS	DC	1143	438	80,041	182.74	506.25	15.81	1,156	1.2	1.996	71
Los Angeles Intl	5000	LAX	+LA	CA	1440	436	86,350	198.05	757.29	11.40	1,737	1.2	2.033	71
Dallas/Ft Wor In	4028	DFW	+DA	TX	967	371	83,314	224.57	414.38	20.11	1,117	1.0	2.018	48
Portland	4727	PDX	PDX	OR	1233	345	62,205	180.30	569.88	10.92	1,652	0.9	2.029	55
San Francisco In	5001	SFO	+SF	CA	1450	329	71,752	218.09	591.90	12.12	1,799	0.9	2.029	58
Lindberg Field	5475	SAN	+SG	CA	1452	323	57,883	179.20	548.50	10.55	1,698	0.9	2.019	60
Wm B Hartsfield	5296	ATL	+AL	GA	1123	321	65,840	205.11	370.17	17.79	1,153	0.9	2.024	41
Kansas City Intl	5429	MCI	+MK	MO	536	319	81,248	254.69	203.82	39.86	639	0.9	1.955	15
Lambert-St Louis	4871	STL	+SZ	MO	652	319	80,498	252.35	227.68	35.36	714	0.9	1.835	15
Wayne County	4858	DTW	+DT	MI	739	286	61,042	213.43	222.29	27.46	777	0.8	2.008	43
La Guardia	3581	LGA	+NY	NY	1217	247	50,908	206.11	311.56	16.34	1,261	0.7	2.003	45
Logan Intl	6508	BOS	+BO	MA	1304	242	53,800	222.31	331.01	16.25	1,368	0.7	2.050	40
Newark Intl	3581	EWB	+NY	NJ	1206	240	54,927	228.86	298.87	18.38	1,245	0.7	2.027	37
George Bush Intc	5736	IAH	+HO	TX	1171	236	49,544	209.93	304.43	16.27	1,290	0.6	2.021	49
Tampa Intl	6132	TPA	+TP	FL	1519	224	38,844	173.41	348.82	11.14	1,557	0.6	2.059	57
Milwaukee	6379	MKE	MKE	WI	516	221	51,802	234.40	116.60	44.43	528	0.6	2.013	9
John Wayne Intl	5972	SNA	+SN	CA	1431	214	36,262	169.45	361.68	10.03	1,690	0.6	1.959	42
All Other						8,186	1,760,275	215.03	10,509.89	16.74	1,284	22.4		952
REPORT TOTAL						20,240	3,938,924	194.61	23,521.93	16.75	1,162	55.5	1.914	2,330

Top Domestic O&D's for Fargo N D Time Series – 3 Years by Quarter

Sample Report from O&DPlus Domestic (Passengers are stated at 10%)

Database selected:	Totals by Market Summary
Report selected:	Time Series – 3 Years by Quarter
Time Period selected:	1999 Q1 through 2001 Q4
Summary Level:	Airport to Airport
Build Pairs File:	[X]
Output to:	File
File name:	[Mts]
Output File Type:	.xls
Connect Type:	Total
Direction:	Outbound
Postprocessing:	Sort in Excel descending using sort key Passengers. Summarize miscellaneous destinations into "Other". Create a graph for Top 6 Markets.

Period [1999:1 thru 2001:4]

SmLvl Airport to Airport

Dir Outbound

MARKET - TIME SERIES - Passengers

QUARTERLY

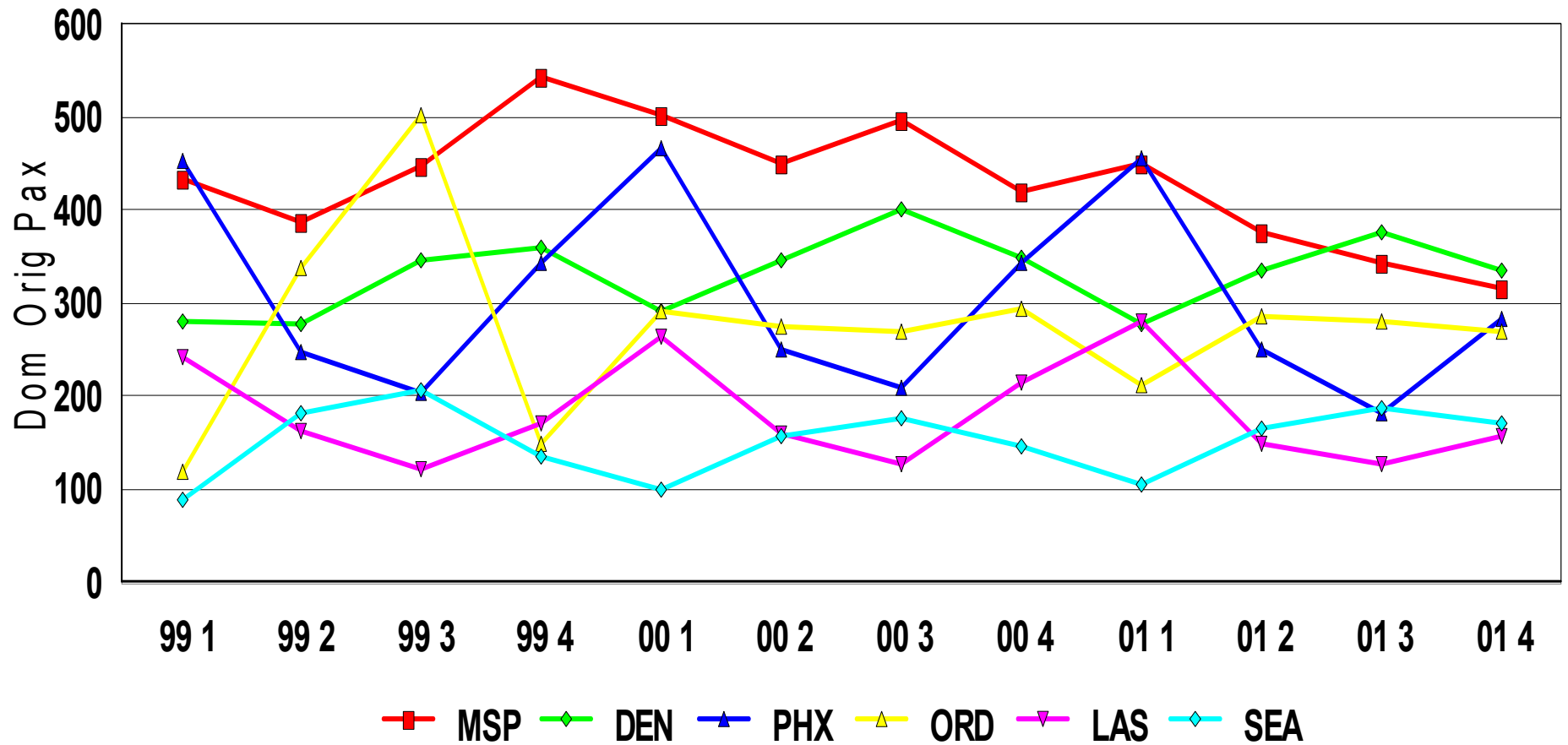
(Ten Percent Sample)

NAME	Mkt Rank	Code	City Code	St	1999 1	1999 2	1999 3	1999 4	2000 1	2000 2	2000 3	2000 4	2001 1	2001 2	2001 3	2001 4
BASE:Fargo	ND	FAR	FAR	ND												
St Paul Intl MN	2180	MSP	+MN	MN	434	388	447	544	503	450	498	420	450	377	344	317
Denver Intl CO	1984	DEN	+DE	CO	280	279	347	359	292	346	401	348	278	335	377	335
Sky Harbor Intl AZ	1639	PHX	+PX	AZ	453	248	203	343	467	251	210	345	456	252	181	284
O'Hare Intl IL	1966	ORD	+CH	IL	119	339	502	148	292	275	269	295	212	287	280	270
McCarran Intl NV	2002	LAS	+LV	NV	243	164	121	171	265	160	127	215	281	150	128	157
Seattle/Tacoma In WA	3395	SEA	+SE	WA	89	183	208	136	101	158	178	147	106	167	189	172
Orlando Intl FL	2584	MCO	+OR	FL	216	113	70	114	221	112	74	144	258	117	67	116
Los Angeles Intl CA	4273	LAX	+LA	CA	104	99	144	126	90	103	134	118	117	112	131	76
Ronald Reagan Ntl DC	3587	DCA	+WS	DC	83	134	100	89	97	150	101	120	134	140	88	76
Dallas/Ft Wor Int TX	4409	DFW	+DA	TX	97	102	119	96	102	117	132	140	96	89	79	107
Portland OR	5921	PDX	PDX	OR	58	95	149	79	58	105	133	103	48	94	122	81
San Francisco In CA	4756	SFO	+SF	CA	104	96	124	80	85	100	110	90	83	64	108	74
Norfolk Intl VA	14721	ORF	+OF	VA	440	21	13	487	5	20	16	19	14	22	23	33
Lindberg Field CA	4059	SAN	+SG	CA	92	98	110	92	93	88	95	99	99	72	85	67
Wm B Hartsfield GA	5563	ATL	+AL	GA	69	74	105	81	68	83	95	71	82	88	76	75
Lambert-St Louis MO	6417	STL	+SZ	MO	69	79	80	80	73	87	100	63	62	92	83	82
Kansas City Intl MO	5428	MCI	+MK	MO	69	53	78	83	79	93	88	74	83	96	74	66
Wayne County MI	6392	DTW	+DT	MI	50	65	73	73	50	70	89	76	51	75	82	78
La Guardia NY	4582	LGA	+NY	NY	48	59	70	83	39	75	78	98	45	61	72	69
Milwaukee WI	6432	MKE	MKE	WI	61	75	76	67	65	71	83	69	47	65	59	50
Logan Intl MA	7224	BOS	+BO	MA	40	67	99	74	32	75	84	67	54	68	73	47
Newark Intl NY	4582	EWB	+NY	NJ	42	51	90	68	42	64	76	64	39	65	78	58
Tampa Intl FL	4698	TPA	+TP	FL	57	38	49	59	68	47	37	66	85	41	42	56
Philadelphia Intl PA	7969	PHL	+PH	PA	31	61	69	64	42	55	83	45	32	56	59	47
All Other					1,759	1,913	2,155	2,007	1,951	1,997	2,273	2,199	1,976	2,199	2,239	1,936
REPORT TOTAL					5,107	4,894	5,601	5,603	5,180	5,152	5,564	5,495	5,188	5,184	5,139	4,729

O&D Survey - 1999-2001

Fargo, ND - Top Markets

(Passengers stated @ 10%)



Top Domestic O&D's for Chicago Airports Time Series – 3 Years by Quarter

Sample Report from O&DPlus Domestic (Passengers are stated at 10%)

Database selected:	Totals by Airport by Carrier
Report selected:	Time Series – 3 Years by Quarter
Time Period selected:	1999 Q1 through 2001 Q4
Summary Level:	City
Build Pairs File:	[X]
Output to:	File
File name:	[Topch]
Output File Type:	.xls
Connect Type:	Total
Direction:	Outbound
Postprocessing:	Sort in Excel descending using sort key Passengers. Summarize miscellaneous destinations into "Other". Create a graph of Top 5 Carriers.

Period [1999:1 thru 2001:4]

SmLvl City to All US

Dir Outbound

Type Local+Connect

CARRIER - TIME SERIES - Passengers

QUARTERLY

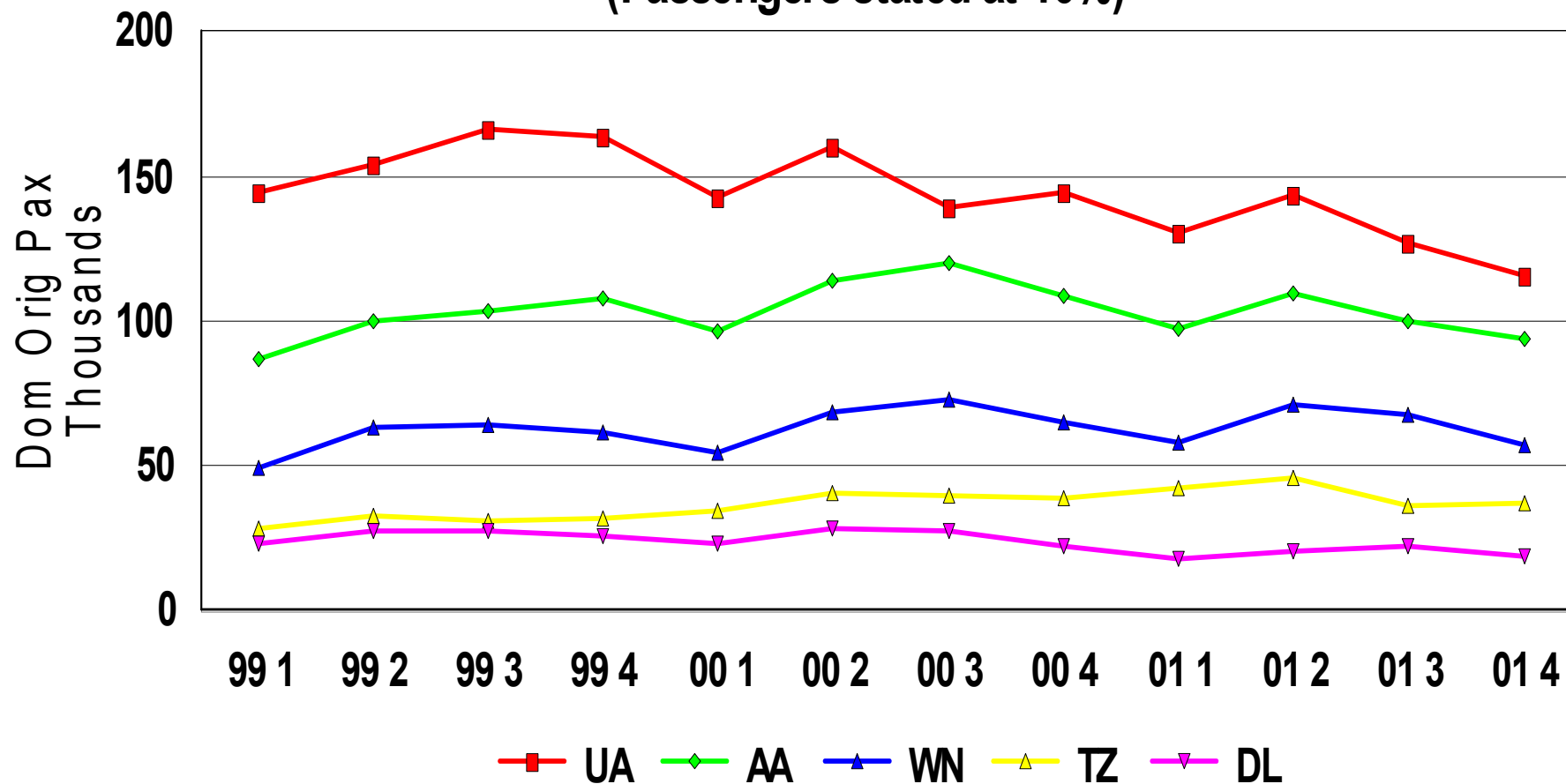
(Ten Percent Sample)

NAME	Mkt Rank	Code	City Code	St	Car Cod	1999 1	1999 2	1999 3	1999 4	2000 1	2000 2	2000 3	2000 4	2001 1	2001 2	2001 3	2001 4
BSE:Chicago	IL	+CH		IL	--												
All US Ref. Airports	0	ALL	ALL		UA	144,250	154,085	166,196	163,955	143,103	160,179	139,542	144,430	130,894	143,444	126,760	115,607
All US Ref. Airports	0	ALL	ALL		AA	86,718	99,706	103,232	108,147	96,896	113,982	120,424	108,392	96,990	109,904	99,770	93,547
All US Ref. Airports	0	ALL	ALL		WN	49,717	63,183	64,270	61,578	54,890	68,773	73,357	65,260	58,129	71,405	67,758	57,112
All US Ref. Airports	0	ALL	ALL		TZ	28,441	32,878	31,018	31,863	34,504	40,210	39,663	38,776	42,269	45,704	36,364	37,025
All US Ref. Airports	0	ALL	ALL		DL	22,894	27,628	27,294	25,976	22,869	28,149	27,910	22,569	17,528	20,763	22,103	19,198
All US Ref. Airports	0	ALL	ALL		NW	19,860	22,988	23,465	23,272	20,508	24,004	25,684	22,825	21,362	22,850	21,108	17,035
All US Ref. Airports	0	ALL	ALL		US	10,882	16,878	17,767	17,260	13,827	19,431	19,177	15,718	11,313	15,949	13,756	10,560
All US Ref. Airports	0	ALL	ALL		CO	15,167	17,675	17,862	16,816	13,393	15,818	15,783	14,455	11,774	14,123	14,242	13,153
All US Ref. Airports	0	ALL	ALL		TW	8,105	10,353	10,627	9,673	8,301	9,677	10,184	8,548	7,465	8,690	6,955	4,107
All US Ref. Airports	0	ALL	ALL		HP	6,480	7,375	7,384	7,875	6,389	7,495	7,320	6,971	7,336	7,863	9,451	7,128
All US Ref. Airports	0	ALL	ALL		FL	5,625	6,551	4,696	4,452	4,063	5,555	7,368	7,230	8,585	9,301	8,072	6,314
All US Ref. Airports	0	ALL	ALL		XX	3,461	4,257	4,844	4,500	4,975	5,938	7,804	6,928	7,253	8,118	5,201	6,507
All US Ref. Airports	0	ALL	ALL		NJ	5,347	8,187	8,772	7,919	7,650	8,231	7,392	3,554	1,692	1,446	1,708	1,891
All US Ref. Airports	0	ALL	ALL		N7	0	531	1,932	1,663	2,200	3,324	3,215	2,924	2,742	5,122	5,581	5,145
All US Ref. Airports	0	ALL	ALL		NK	0	0	0	0	0	0	0	3,745	5,521	6,359	6,717	4,481
All US Ref. Airports	0	ALL	ALL		F9	1,611	1,914	2,188	1,616	1,606	2,022	2,157	1,901	1,686	2,222	2,051	1,025
All US Ref. Airports	0	ALL	ALL		P9	613	1,262	1,692	1,070	783	985	1,203	0	0	0	0	0
All US Ref. Airports	0	ALL	ALL		QQ	2,499	2,299	1,447	0	0	0	0	0	0	0	0	0
All US Ref. Airports	0	ALL	ALL		SY	0	0	0	0	0	0	0	823	843	1,399	1,854	339
All US Ref. Airports	0	ALL	ALL		AS	0	0	1	96	49	269	626	475	417	595	586	455
All US Ref. Airports	0	ALL	ALL		XP	44	66	72	52	50	66	63	41	29	30	35	28
			All Other Carriers			146	52	56	46	46	55	59	19	25	51	57	39
TOTAL FOR BASE		+CH				411,860	477,868	494,815	487,829	436,102	514,163	508,931	475,584	433,853	495,338	450,129	400,696

O&D Survey - Q199 - Q401

Chicago Domestic Originating - Top 5 Carriers

(Passengers stated at 10%)



Top 100 U.S. Cities plus Total All U.S. Total Year 2001

Sample Report from O&DPlus Domestic (Passengers are stated at 10%)

(Revenues, Avg. fares and Yields are net of Federal Excise Tax, Passenger Facility Charges and Security Fees)

(Rankings in the report are for the most recent quarter of the periods which are selected (Q4 2001 in this case))

Database selected:	Totals by Airport Summary
Report selected:	Base Averages
Time Period selected:	011, 012, 013, 014
Summary Level:	City
Build Pairs File:	[X]
Output to:	File
File name:	[Bse_avg]
Output File Type:	.xls
Direction:	Outbound
Postprocessing:	1) Sorted in Excel descending using sort key Passengers 2) Subtotal and remove cities > rank 100

Period [2001:1,2,3,4]

SmLvl City

Dir Outbound

BASE - AVERAGES REPORT

Sum of Periods Selected

(Ten Percent Sample)

NAME	Pax Rank	CPM Rank	Code	City Code	St	PASSENGERS	REVENUES	AVERAGE FARE	000's COUPN MILS	YIELD /CPM	ITEN MILES	PASSNGRS /DAY	AVG COUP	\$0 FARE PAX
New York/Newark	1	1	+NY		NJ	2,382,263	\$412,500,129	\$173	2,941,259	14.03	1,235	6,526.7	1.21	152,026
Chicago	2	3	+CH		IL	1,780,016	\$259,195,055	\$146	1,691,828	15.32	950	4,876.8	1.15	101,867
Los Angeles	3	2	+LA		CA	1,537,914	\$234,989,654	\$153	2,314,326	10.15	1,505	4,213.5	1.27	126,564
Las Vegas	4	4	+LV		NV	1,292,350	\$138,145,834	\$107	1,520,869	9.08	1,177	3,540.7	1.25	64,931
Atlanta	5	10	+AL		GA	1,212,901	\$178,884,050	\$147	1,016,869	17.59	838	3,323.0	1.16	57,501
Dallas/Fort Worth	6	9	+DA		TX	1,172,487	\$192,596,813	\$164	1,042,407	18.48	889	3,212.3	1.21	79,352
Orlando	7	7	+OR		FL	1,113,645	\$128,423,017	\$115	1,246,963	10.30	1,120	3,051.1	1.33	55,285
Phoenix	8	8	+PX		AZ	996,407	\$121,340,671	\$122	1,119,628	10.84	1,124	2,729.9	1.25	74,521
Washington	14	16	+WS		DC	917,416	\$163,456,220	\$178	954,357	17.13	1,040	2,513.5	1.34	56,966
Seattle/Tacoma	9	6	+SE		WA	899,152	\$130,179,118	\$145	1,275,215	10.21	1,418	2,463.4	1.35	61,925
San Francisco	11	5	+SF		CA	874,453	\$169,590,501	\$194	1,460,800	11.61	1,671	2,395.8	1.31	88,171
Boston	15	12	+BO		MA	844,456	\$144,381,585	\$171	1,027,935	14.05	1,217	2,313.6	1.30	61,897
Houston	10	17	+HO		TX	842,171	\$126,556,090	\$150	783,308	16.16	930	2,307.3	1.25	55,279
Denver	12	13	+DE		CO	835,012	\$147,821,537	\$177	927,179	15.94	1,110	2,287.7	1.31	73,339
Baltimore/Wash Intl	13	14	BWI		MD	797,597	\$95,379,204	\$120	864,995	11.03	1,085	2,185.2	1.33	33,069
Tampa	16	19	+TP		FL	706,436	\$83,088,258	\$118	750,019	11.08	1,062	1,935.4	1.39	36,836
Fort Lauderdale	17	18	+FF		FL	702,973	\$80,454,372	\$114	812,242	9.91	1,155	1,926.0	1.33	30,894
San Diego	18	15	+SG		CA	674,381	\$89,335,505	\$132	862,596	10.36	1,279	1,847.6	1.40	48,110
Detroit	21	23	+DT		MI	665,745	\$101,401,530	\$152	665,375	15.24	999	1,824.0	1.27	39,517
Minneapolis/St Paul	19	21	+MN		MN	660,332	\$114,905,808	\$174	698,593	16.45	1,058	1,809.1	1.26	47,120
Philadelphia/Camden	20	20	+PH		PA	644,057	\$116,334,275	\$181	733,468	15.86	1,139	1,764.5	1.29	43,056
Honolulu (Intl)	22	11	HNL		HI	571,377	\$73,804,813	\$129	917,827	8.04	1,606	1,565.4	1.27	66,285
Oakland	23	26	+OA		CA	517,922	\$53,523,484	\$103	460,874	11.61	890	1,419.0	1.21	24,972
San Jose	25	24	+SJ		CA	516,542	\$67,443,804	\$131	561,750	12.01	1,088	1,415.2	1.28	28,347
St Louis	26	31	+SZ		MO	497,477	\$71,122,495	\$143	419,721	16.95	844	1,363.0	1.22	33,400
Portland	24	22	PDX		OR	497,318	\$65,237,277	\$131	636,468	10.25	1,280	1,362.5	1.39	31,525
Kansas City	27	28	+MK		MO	456,827	\$55,595,847	\$122	419,263	13.26	918	1,251.6	1.39	20,057
Salt Lake City	28	27	+UT		UT	452,263	\$58,112,061	\$128	484,671	11.99	1,072	1,239.1	1.32	29,530
Miami	30	25	+MF		FL	421,171	\$66,618,901	\$158	542,084	12.29	1,287	1,153.9	1.39	36,212
New Orleans	29	30	+NR		LA	415,476	\$49,837,342	\$120	406,319	12.27	978	1,138.3	1.47	21,121
Sacramento	31	34	+SQ		CA	380,784	\$43,225,850	\$114	387,782	11.15	1,018	1,043.2	1.35	18,842
Raleigh/Durham	32	35	RDU		NC	379,573	\$48,343,034	\$127	357,115	13.54	941	1,039.9	1.46	16,160
Cleveland	34	36	+CL		OH	356,984	\$53,569,331	\$150	351,112	15.26	984	978.0	1.37	19,121
Santa Ana	33	29	+SN		CA	355,403	\$53,216,135	\$150	405,631	13.12	1,141	973.7	1.37	26,350
Pittsburgh	38	46	+PU		PA	335,122	\$53,536,987	\$160	283,234	18.90	845	918.1	1.27	21,442

Period [2001:1,2,3,4]

SmLvl City
Dir Outbound

BASE - AVERAGES REPORT
Sum of Periods Selected
(Ten Percent Sample)

NAME	Pax Rank	CPM Rank	Code	City Code	St	PASSENGERS	REVENUES	AVERAGE FARE	000's COUPN MILS	YIELD /CPM	ITEN MILES	PASSNGRS /DAY	AVG COUP	\$0 FARE PAX
Nashville	35	44	BNA		TN	326,485	\$40,526,475	\$124	288,235	14.06	883	894.5	1.39	18,290
Hartford	37	33	+HR		CT	323,074	\$46,672,107	\$144	411,293	11.35	1,273	885.1	1.51	18,725
Indianapolis	36	38	IND		IN	321,523	\$44,365,376	\$138	324,177	13.69	1,008	880.9	1.52	13,486
Ontario	40	41	+ON		CA	305,529	\$33,431,132	\$109	306,995	10.89	1,005	837.1	1.38	14,863
Austin	39	39	+AS		TX	304,423	\$42,584,284	\$140	307,154	13.86	1,009	834	1.53	21,652
Columbus	42	45	+CU		OH	298,556	\$39,782,818	\$133	300,742	13.23	1,007	818	1.49	11,680
San Antonio	41	42	+SO		TX	291,872	\$39,285,658	\$135	299,416	13.12	1,026	799.6	1.59	17,618
West Palm Beach	45	43	PBI		FL	280,639	\$35,005,883	\$125	323,168	10.83	1,152	768.9	1.41	18,111
Providence	44	37	PVD		RI	263,889	\$33,433,011	\$127	318,524	10.5	1,207	723	1.51	12,923
San Juan	46	32	+SU		PR	263,360	\$50,813,232	\$193	447,835	11.35	1,700	721.5	1.3	16,060
Albuquerque	43	47	+AB		NM	261,068	\$31,311,128	\$120	257,149	12.18	985	715.3	1.47	19,066
Charlotte	47	53	CLT		NC	251,864	\$52,840,085	\$210	212,406	24.88	843	690	1.28	20,017
Fort Myers	50	48	+FM		FL	240,562	\$31,026,013	\$129	284,661	10.9	1,183	659.1	1.5	16,625
Jacksonville	49	50	+JX		FL	235,628	\$28,723,764	\$122	222,690	12.9	945	645.6	1.55	11,677
Kahului (Maui)	53	40	OGG		HI	232,139	\$29,780,215	\$128	335,585	8.87	1,446	636	1.29	26,573
Milwaukee	51	49	MKE		WI	227,695	\$37,077,681	\$163	237,315	15.62	1,042	623.8	1.47	15,389
Cincinnati	52	54	+CI		KY	222,844	\$44,373,269	\$199	200,939	22.08	902	610.5	1.28	17,055
Burbank	48	64	+BR		CA	221,757	\$19,009,412	\$86	124,496	15.27	561	607.6	1.17	8,631
Reno	54	57	RNO		NV	218,913	\$22,888,649	\$105	219,251	10.44	1,002	599.8	1.44	11,859
Buffalo	55	56	BUF		NY	204,536	\$23,090,746	\$113	199,625	11.57	976	560.4	1.54	7,621
Memphis	60	63	+MH		TN	173,680	\$30,067,246	\$173	146,543	20.52	844	475.8	1.41	8,790
Louisville	58	61	+LU		KY	171,155	\$21,412,572	\$125	152,091	14.08	889	468.9	1.57	7,217
Omaha	56	58	+OH		NE	166,550	\$22,141,797	\$133	171,360	12.92	1,029	456.3	1.6	7,580
Tucson	59	55	+TU		AZ	161,129	\$21,086,048	\$131	182,707	11.54	1,134	441.4	1.58	11,105
Manchester	57	52	MHT		NH	157,532	\$20,458,885	\$130	193,283	10.59	1,227	431.6	1.58	6,895
Anchorage	65	51	+AA		AK	150,381	\$27,477,957	\$183	272,176	10.1	1,810	412	1.5	16,693
Oklahoma City	62	62	+OL		OK	150,131	\$20,157,561	\$134	145,519	13.85	969	411.3	1.69	7,815
Tulsa	63	66	TUL		OK	145,512	\$18,872,896	\$130	128,836	14.65	885	398.7	1.58	8,762
Albany	68	60	ALB		NY	138,581	\$18,532,412	\$134	168,288	11.01	1,214	379.7	1.66	7,899
Norfolk	61	59	+OF		VA	136,608	\$21,506,303	\$157	149,559	14.38	1,095	374.3	1.72	8,079
Birmingham	66	67	BHM		AL	135,116	\$17,948,419	\$133	123,940	14.48	917	370.2	1.61	7,019
El Paso	67	68	+EL		TX	134,693	\$17,316,922	\$129	123,694	14	918	369	1.46	6,694
Spokane	64	65	+SK		WA	133,659	\$14,523,255	\$109	128,082	11.34	958	366.2	1.51	7,054
Boise	69	71	BOI		ID	124,009	\$14,486,423	\$117	108,122	13.4	872	339.8	1.45	6,096

Period [2001:1,2,3,4]

SmLvl City

Dir Outbound

BASE - AVERAGES REPORT

Sum of Periods Selected

(Ten Percent Sample)

NAME	Pax Rank	CPM Rank	Code	City Code	St	PASSENGERS	REVENUES	AVERAGE FARE	000's COUPN MILS	YIELD /CPM	ITEN MILES	PASSNGRS /DAY	AVG COUP	\$0 FARE PAX
Lihue (Kauai)	71	72	LIH		HI	120,271	\$11,463,879	\$95	99,912	11.47	831	329.5	1.26	10,881
Greensboro/High Pt	70	75	GSO		NC	118,914	\$17,636,986	\$148	99,217	17.78	834	325.8	1.59	5,510
Little Rock	72	76	+LK		AR	111,725	\$14,241,051	\$127	97,034	14.68	869	306.1	1.67	5,520
Kona (Hawaii)	73	69	KOA		HI	107,406	\$12,823,910	\$119	119,972	10.69	1,117	294.3	1.27	9,900
Richmond (Intl)	74	74	RIC		VA	107,232	\$21,777,331	\$203	104,326	20.87	973	293.8	1.65	7,696
Rochester	75	78	ROC		NY	103,822	\$15,305,169	\$147	95,142	16.09	916	284.4	1.55	6,793
Dayton	76	80	+DY		OH	100,462	\$15,025,238	\$150	87,306	17.21	869	275.2	1.69	4,272
Long Island	77	73	+L1		NY	99,917	\$10,056,883	\$101	99,822	10.08	999	273.7	1.37	5,001
Colorado Springs	78	70	COS		CO	98,397	\$16,848,051	\$171	114,303	14.74	1,162	269.6	1.78	7,879
Syracuse	80	79	SYR		NY	85,644	\$13,797,634	\$161	92,874	14.86	1,084	234.6	1.68	6,478
Grand Rapids	79	77	GRR		MI	82,759	\$13,813,669	\$167	89,397	15.45	1,080	226.7	1.88	6,606
Savannah	82	84	+SV		GA	77,199	\$10,077,414	\$131	69,766	14.45	904	211.5	1.75	4,694
Charleston	83	82	CHS		SC	71,259	\$12,228,400	\$172	68,980	17.73	968	195.2	1.73	5,985
Des Moines	81	81	DSM		IA	70,280	\$12,554,354	\$179	74,660	16.82	1,062	192.5	1.76	4,289
Hilo (Hawaii)	84	136	ITO		HI	67,670	\$3,304,465	\$49	24,356	13.57	360	185.4	1.08	7,143
Myrtle Beach	94	103	+MY		SC	67,145	\$6,934,473	\$103	50,721	13.67	755	184	1.61	2,092
Knoxville	86	89	TYS		TN	63,368	\$11,486,430	\$181	58,803	19.53	928	173.6	1.79	4,402
Greenville/Sprtnbg	87	92	+GV		SC	62,407	\$12,564,361	\$201	57,177	21.97	916	171	1.72	4,739
Jackson	88	94	JAN		MS	60,920	\$8,741,560	\$143	55,299	15.81	908	166.9	1.68	2,649
Madison	85	83	MSN		WI	60,291	\$9,977,608	\$165	65,466	15.24	1,086	165.2	1.9	4,503
Portland	91	86	PWM		ME	59,892	\$10,353,357	\$173	73,626	14.06	1,229	164.1	1.77	6,262
Sarasota/Bradenton	92	90	SRQ		FL	54,788	\$7,265,375	\$133	60,090	12.09	1,097	150.1	1.72	3,876
Harrisburg/York	93	91	+MD		PA	51,533	\$9,932,332	\$193	57,208	17.36	1,110	141.2	1.82	3,943
Palm Springs	95	85	PSP		CA	51,199	\$8,326,716	\$163	67,500	12.34	1,318	140.3	1.63	5,016
Lubbock	89	109	+LB		TX	51,186	\$5,079,721	\$99	34,181	14.86	668	140.2	1.48	3,236
Charlotte Amalie	100	88	+CR		VI	50,359	\$8,824,282	\$175	69,849	12.63	1,387	138	1.52	7,068
Columbia	97	99	+CE		SC	48,615	\$9,891,547	\$203	45,984	21.51	946	133.2	1.77	3,098
Burlington	99	93	BTV		VT	48,136	\$7,040,654	\$146	55,270	12.74	1,148	131.9	1.72	3,649
Pensacola	90	95	+PN		FL	47,957	\$7,939,303	\$166	48,758	16.28	1,017	131.4	1.86	3,416
Wichita	96	96	+WI		KS	47,596	\$9,280,214	\$195	51,383	18.06	1,080	130.4	1.79	2,927
Westchester County	98	98	HPN		NY	43,682	\$10,070,375	\$231	41,399	24.33	948	119.7	1.48	4,064
All Other						37,994,387	\$5,518,938,854	\$145	42,006,294	13.14	1,106	104,094.20		2,389,018
REPORT TOTAL						40,286,418	\$5,863,601,596	\$146	44,236,075	13.26	1,098	110,373.70	1.37	2,552,605

All U.S. Airports – All Carriers

Total Year 2001

Sample Report from O&DPlus Domestic

(Passengers are stated at 10%)

(Revenues, Avg. fares and Yields are net of Federal Excise Tax, Passenger Facility Charges and Security Fees)

Database selected:	Totals by Airport by Carrier
Report selected:	Base Carrier Averages
Time Period selected:	011, 012, 013, 014
Summary Level:	Total Selected
Build Pairs File:	[X]
Output to:	File
File name:	[Bse_Car_Avg]
Output File Type:	.xls
Connect Type:	Total
Direction:	Outbound
Postprocessing:	Sorted in Excel descending using sort key Passengers

Period [2001:1,2,3,4]
 SmLvl Total Sel to All U
 Dir Outbound
 Type Local+Connect

CARRIER - AVERAGES REPORT
 Sum of Periods Selected
 (Ten Percent Sample)

NAME	Mkt Rank	Code	City Code	St	NStop Miles	Car Cod	PASSENGERS	REVENUES	AVERAGE FARE	000's COUPN MILS	YIELD /CPM	ITEN MILES	PASSNGRS /DAY	AVG COUP	\$0 FARE PAX
BASE: Total of Bases S		SEL													
All US Ref. Airp		ALL	ALL		670	WN	6,391,792	527,289,845	82.49	4,406,258.63	11.97	689	17,511.8	1.157	367,520
All US Ref. Airp		ALL	ALL		1085	DL	6,196,475	953,637,009	153.90	7,209,585.52	13.23	1,163	16,976.6	1.508	414,677
All US Ref. Airp		ALL	ALL		1335	UA	4,587,015	861,401,645	187.79	6,415,414.99	13.43	1,399	12,567.2	1.454	405,850
All US Ref. Airp		ALL	ALL		1300	AA	4,501,915	816,120,543	181.28	6,159,586.46	13.25	1,368	12,334.0	1.405	423,126
All US Ref. Airp		ALL	ALL		879	US	4,132,684	617,243,481	149.36	3,842,742.03	16.06	930	11,322.4	1.460	246,379
All US Ref. Airp		ALL	ALL		1142	NW	3,146,601	544,512,608	173.05	3,877,471.52	14.04	1,232	8,620.8	1.550	243,979
All US Ref. Airp		ALL	ALL		1229	CO	2,787,853	497,376,483	178.41	3,637,216.08	13.68	1,305	7,638.0	1.360	149,335
All US Ref. Airp		ALL	ALL		1270	HP	1,391,632	189,298,935	136.03	1,871,625.56	10.11	1,345	3,812.7	1.425	43,451
All US Ref. Airp		ALL	ALL		1273	TW	1,277,721	201,963,452	158.07	1,726,820.73	11.70	1,351	3,500.6	1.542	89,982
All US Ref. Airp		ALL	ALL		825	AS	1,216,909	145,774,153	119.79	1,062,947.59	13.71	873	3,334.0	1.222	60,066
All US Ref. Airp		ALL	ALL		281	XX	832,565	79,349,777	95.31	248,533.81	31.93	299	2,281.0	1.000	0
All US Ref. Airp		ALL	ALL		681	FL	608,971	63,510,910	104.29	447,239.15	14.20	734	1,668.4	1.355	2,884
All US Ref. Airp		ALL	ALL		1381	TZ	598,556	77,042,547	128.71	837,295.48	9.20	1,399	1,639.9	1.181	7,410
All US Ref. Airp		ALL	ALL		917	HA	434,852	42,748,046	98.30	416,847.62	10.26	959	1,191.4	1.138	52,243
All US Ref. Airp		ALL	ALL		313	AQ	394,185	22,064,856	55.98	131,711.07	16.75	334	1,080.0	1.046	16,325
All US Ref. Airp		ALL	ALL		1038	NK	318,211	33,240,735	104.46	330,165.04	10.07	1,038	871.8	1.000	0
All US Ref. Airp		ALL	ALL		1129	B6	285,440	30,444,468	106.66	326,529.82	9.32	1,144	782.0	1.072	518
All US Ref. Airp		ALL	ALL		1073	F9	243,366	40,341,419	165.76	267,616.84	15.07	1,100	666.8	1.227	2,383
All US Ref. Airp		ALL	ALL		901	YX	225,968	39,183,194	173.40	207,267.19	18.91	917	619.1	1.173	15,741
All US Ref. Airp		ALL	ALL		1495	N7	207,404	23,542,367	113.51	311,419.17	7.56	1,502	568.2	1.078	1,847
All US Ref. Airp		ALL	ALL		737	JI	187,656	21,554,142	114.86	143,989.50	14.97	767	514.1	1.359	1,858
All US Ref. Airp		ALL	ALL		1318	SY	144,371	15,724,486	108.92	190,883.71	8.24	1,322	395.5	1.073	1
All US Ref. Airp		ALL	ALL		990	NJ	100,377	10,444,286	104.05	104,011.77	10.04	1,036	275.0	1.279	4,344
All US Ref. Airp		ALL	ALL		551	RP	22,909	4,015,227	175.27	12,964.36	30.97	566	62.8	1.078	881
All US Ref. Airp		ALL	ALL		1068	PN	22,482	2,446,902	108.84	24,015.17	10.19	1,068	61.6	1.000	0
All US Ref. Airp		ALL	ALL		807	XP	14,140	657,758	46.52	11,408.89	5.77	807	38.7	1.000	78
All US Ref. Airp		ALL	ALL		1469	YY	3,918	542,175	138.38	5,893.15	9.20	1,504	10.7	1.489	1,502
All US Ref. Airp		ALL	ALL		258	G4	3,307	265,579	80.31	851.47	31.19	257	9.1	1.000	0
All US Ref. Airp		ALL	ALL		1050	9K	2,788	662,090	237.48	3,187.34	20.77	1,143	7.6	2.226	48
All US Ref. Airp		ALL	ALL		1035	YV	912	258,825	283.80	1,139.55	22.71	1,250	2.5	2.554	9
All US Ref. Airp		ALL	ALL		788	GQ	891	207,134	232.47	873.49	23.71	980	2.4	2.215	5
All US Ref. Airp		ALL	ALL		1287	KS	626	291,583	465.79	945.43	30.84	1,510	1.7	2.482	21
All US Ref. Airp		ALL	ALL		789	7H	533	134,937	253.16	468.95	28.78	880	1.5	2.079	64
All US Ref. Airp		ALL	ALL		468	K5	185	32,582	176.12	101.18	32.20	547	0.5	1.833	0
All US Ref. Airp		ALL	ALL		693	JF	177	43,347	244.90	146.60	29.57	828	0.5	2.204	1
All US Ref. Airp		ALL	ALL		660	8E	135	49,391	365.86	106.42	46.41	788	0.4	2.289	4

Period [2001:1,2,3,4]
 SmLvl Total Sel to All U'
 Dir Outbound
 Type Local+Connect

CARRIER - AVERAGES REPORT
 Sum of Periods Selected
 (Ten Percent Sample)

NAME	Mkt Rank	Code	City Code	St	NStop Miles	Car Cod	PASSENGERS	REVENUES	AVERAGE FARE	000's COUPN MILS	YIELD /CPM	ITEN MILES	PASSNGRS /DAY	AVG COUP	\$0 FARE PAX
All US Ref. Airp		ALL	ALL		540	2F	115	31,103	270.46	73.49	42.32	639	0.3	1.652	0
All US Ref. Airp		ALL	ALL		431	Z3	78	19,790	253.72	41.40	47.81	531	0.2	2.103	0
All US Ref. Airp		ALL	ALL		734	6C	72	27,993	388.80	62.03	45.13	862	0.2	2.181	0
All US Ref. Airp		ALL	ALL		521	H6	60	18,431	307.19	37.24	49.50	621	0.2	2.267	0
All US Ref. Airp		ALL	ALL		1349	LW	56	13,741	245.37	97.98	14.02	1,750	0.2	1.929	0
All US Ref. Airp		ALL	ALL		446	3C	55	11,750	213.63	36.22	32.44	659	0.2	1.709	4
All US Ref. Airp		ALL	ALL		693	ZO	47	9,575	203.72	39.02	24.54	830	0.1	1.937	0
All US Ref. Airp		ALL	ALL		702	4W	45	14,974	332.75	38.60	38.80	858	0.1	2.355	0
All US Ref. Airp		ALL	ALL		912	ZK	29	3,720	128.27	30.09	12.36	1,038	0.1	2.000	15
All US Ref. Airp		ALL	ALL		991	YR	27	6,616	245.05	33.83	19.56	1,253	0.1	2.332	0
All US Ref. Airp		ALL	ALL		442	GS	27	8,210	304.07	14.16	57.98	524	0.1	2.074	0
All US Ref. Airp		ALL	ALL		192	9L	24	17	0.71	4.39	0.39	183	0.1	1.000	23
All US Ref. Airp		ALL	ALL		635	7A	21	4,892	232.93	14.41	33.96	686	0.1	2.333	0
All US Ref. Airp		ALL	ALL		519	8V	16	4,163	260.19	9.44	44.10	590	0.0	1.875	0
All US Ref. Airp		ALL	ALL		1367	BA	12	4,966	413.85	16.69	29.76	1,391	0.0	1.500	0
All US Ref. Airp		ALL	ALL		844	HB	12	1,928	160.66	10.25	18.81	854	0.0	1.917	1
All US Ref. Airp		ALL	ALL		891	C5	12	3,366	280.46	11.74	28.67	978	0.0	1.918	0
All US Ref. Airp		ALL	ALL		733	NH	11	345	31.32	9.08	3.79	825	0.0	1.182	8
All US Ref. Airp		ALL	ALL		1728	VI	11	2,849	259.04	19.13	14.90	1,739	0.0	2.087	0
All US Ref. Airp		ALL	ALL		721	SN	11	1,579	143.50	8.74	18.05	795	0.0	1.273	4
All US Ref. Airp		ALL	ALL		1419	TA	10	1,986	198.56	14.08	14.11	1,408	0.0	1.100	3
All US Ref. Airp		ALL	ALL		332	OH	9	0	0.00	2.99	0.00	332	0.0	1.000	0
All US Ref. Airp		ALL	ALL		1231	LO	9	2,872	319.14	11.13	25.81	1,236	0.0	1.333	0
All US Ref. Airp		ALL	ALL		1077	AC	8	2,449	306.11	8.92	27.44	1,116	0.0	1.375	1
All US Ref. Airp		ALL	ALL		939	SA	8	1,222	152.74	7.24	16.88	905	0.0	1.375	1
All US Ref. Airp		ALL	ALL		204	3M	6	529	88.13	1.22	43.27	204	0.0	1.000	0
All US Ref. Airp		ALL	ALL		608	SR	6	1,477	246.08	3.35	44.10	558	0.0	1.000	0
All US Ref. Airp		ALL	ALL		3422	PR	6	3,351	558.45	21.00	15.96	3,499	0.0	2.167	0
All US Ref. Airp		ALL	ALL		1950	NZ	5	1,501	300.20	9.85	15.24	1,969	0.0	1.400	0
All US Ref. Airp		ALL	ALL		1850	LA	5	814	162.74	10.39	7.83	2,078	0.0	1.600	1
All US Ref. Airp		ALL	ALL		1448	LH	5	317	63.48	6.36	4.99	1,272	0.0	1.600	2
All US Ref. Airp		ALL	ALL		1123	MX	4	477	119.30	3.86	12.37	965	0.0	1.250	1
All US Ref. Airp		ALL	ALL		1592	AM	4	750	187.55	7.72	9.72	1,930	0.0	1.750	1
All US Ref. Airp		ALL	ALL		1081	KE	4	2,089	522.27	4.32	48.33	1,081	0.0	1.000	0
All US Ref. Airp		ALL	ALL		1824	IB	4	1,230	307.45	7.39	16.65	1,847	0.0	1.500	1
All US Ref. Airp		ALL	ALL		992	AZ	4	3,155	788.63	4.45	70.86	1,113	0.0	1.750	0
All US Ref. Airp		ALL	ALL		445	3K	4	1,065	266.32	2.25	47.28	563	0.0	2.000	0

Period [2001:1,2,3,4]
 SmLvl Total Sel to All US
 Dir Outbound
 Type Local+Connect

CARRIER - AVERAGES REPORT
 Sum of Periods Selected
 (Ten Percent Sample)

NAME	Mkt Rank	Code	City Code	St	NStop Miles	Car Cod	PASSENGERS	REVENUES	AVERAGE FARE	000's COUPN MILS	YIELD /CPM	ITEN MILES	PASSNGRS /DAY	AVG COUP	\$0 FARE PAX
All US Ref. Airp		ALL	ALL		1138	JL	3	435	145.03	3.32	13.09	1,108	0.0	2.000	1
All US Ref. Airp		ALL	ALL		1211	OZ	3	1,528	509.37	3.65	41.90	1,216	0.0	1.333	0
All US Ref. Airp		ALL	ALL		1714	RV	3	2,116	705.20	5.76	36.71	1,921	0.0	2.670	0
All US Ref. Airp		ALL	ALL		339	AF	3	495	165.13	1.01	48.86	338	0.0	1.000	0
All US Ref. Airp		ALL	ALL		2239	TK	2	1,250	624.95	5.31	23.54	2,655	0.0	2.000	0
All US Ref. Airp		ALL	ALL		1966	CP	2	1,229	614.55	4.06	30.27	2,031	0.0	1.500	0
All US Ref. Airp		ALL	ALL		750	7J	2	544	271.75	1.63	33.32	816	0.0	2.000	0
All US Ref. Airp		ALL	ALL		1722	TP	2	1,363	681.25	3.44	39.56	1,722	0.0	1.500	0
All US Ref. Airp		ALL	ALL		584	J6	2	526	262.75	1.42	36.96	711	0.0	3.000	0
All US Ref. Airp		ALL	ALL		1483	SK	2	571	285.50	3.78	15.12	1,888	0.0	2.000	0
All US Ref. Airp		ALL	ALL		299	UI	2	358	178.75	0.70	50.85	352	0.0	1.500	0
All US Ref. Airp		ALL	ALL		306	4E	2	599	299.25	1.03	58.05	516	0.0	2.500	0
All US Ref. Airp		ALL	ALL		300	EV	1	0	0.00	0.30	0.00	300	0.0	1.000	1
All US Ref. Airp		ALL	ALL		539	4B	1	318	318.30	0.46	68.60	464	0.0	3.000	0
All US Ref. Airp		ALL	ALL		543	8Q	1	437	436.50	0.86	50.52	864	0.0	3.000	0
All US Ref. Airp		ALL	ALL		2217	OS	1	164	163.50	2.32	7.04	2,322	0.0	2.000	0
All US Ref. Airp		ALL	ALL		638	TR	1	411	411.00	0.75	54.95	748	0.0	2.000	0
All US Ref. Airp		ALL	ALL		1258	BW	1	2,121	2,121.40	1.26	168.63	1,258	0.0	1.000	0
All US Ref. Airp		ALL	ALL		337	CI	1	348	348.00	0.34	103.26	337	0.0	1.000	0
All US Ref. Airp		ALL	ALL		1235	CA	1	455	454.50	1.24	36.80	1,235	0.0	1.000	0
All US Ref. Airp		ALL	ALL		867	JK	1	0	0.00	0.87	0.00	867	0.0	1.000	1
All US Ref. Airp		ALL	ALL		946	JM	1	504	503.50	0.95	53.22	946	0.0	1.000	0
All US Ref. Airp		ALL	ALL		451	JR	1	193	193.30	0.45	42.86	451	0.0	1.000	0
All US Ref. Airp		ALL	ALL		719	LY	1	641	641.40	0.72	89.21	719	0.0	1.000	0
All US Ref. Airp		ALL	ALL		204	KX	1	207	207.00	0.20	101.47	204	0.0	1.000	0
All US Ref. Airp		ALL	ALL		944	SV	1	0	0.00	0.94	0.00	944	0.0	1.000	1
All US Ref. Airp		ALL	ALL		1042	M5	1	159	158.70	1.04	15.27	1,039	0.0	3.000	0
All US Ref. Airp		ALL	ALL		1090	AR	1	42	41.50	1.09	3.81	1,090	0.0	1.000	0
All US Ref. Airp		ALL	ALL		409	DH	1	0	0.00	0.41	0.00	409	0.0	1.000	1
All US Ref. Airp		ALL	ALL		269	Q5	1	289	288.60	0.44	65.29	442	0.0	2.000	0
All US Ref. Airp		ALL	ALL		4983	QF	1	921	921.40	4.98	18.49	4,983	0.0	1.000	0
All US Ref. Airp		ALL	ALL		156	ZV	1	0	0.00	0.16	0.00	156	0.0	1.000	1
TOTAL FOR BASE		SEL					40,286,412	5,863,650,429	145.55	44,236,070.59	13.26	1,098	110,373.7	1.370	2,552,604
REPORT TOTAL							40,286,412	5,863,650,429	145.55	44,236,070.59	13.26	1,098	110,373.7	1.370	2,552,604

Chapter III

CFR Part 298 Commuter Air Carriers

[Code of Federal Regulations]
[Title 14, Volume 4]
[Revised as of January 1, 2004]
From the U.S. Government Printing Office via GPO Access
[CITE: 14CFR298.1]

[Page 251]

TITLE 14--AERONAUTICS AND SPACE

CHAPTER II--OFFICE OF THE SECRETARY, DEPARTMENT OF TRANSPORTATION
(AVIATION PROCEEDINGS)

PART 298_EXEMPTIONS FOR AIR TAXI AND COMMUTER AIR CARRIER OPERATIONS

Subpart A_General

Sec. 298.1 Applicability of part.

This part establishes a classification of air carriers known as ``air taxi operators,' ' provides certain exemptions to them from some of the economic regulatory provisions of Subtitle VII of Title 49 of the United States Code (Transportation) and specifies procedures by which such air carriers may obtain authority to conduct operations, and establishes rules applicable to their operations in interstate and/or foreign air transportation in all States, Territories and possessions of the United States. This part also establishes reporting requirements for commuter air carriers and small certificated air carriers.

[ER-1399, 50 FR 19, Jan. 2, 1985, as amended by Docket No. 47939, 57 FR 40103, Sept. 2, 1992; 60 FR 43527, Aug. 22, 1995]

Sec. 298.2 Definitions.

As used in this part:

Aircraft-hours means the airborne hours of aircraft computed from the moment an aircraft leaves the ground until it touches the ground at the end of a flight stage.

Aircraft miles means the miles (computed in airport-to-airport distances) for each flight stage actually completed, whether or not performed in accordance with the scheduled pattern.

All-cargo air carrier or section 41103 carrier means an air carrier holding an all-cargo air transportation certificate issued under section 41103 of the Statute authorizing the transportation by aircraft in interstate air transportation of only property or only mail, or both.

Air taxi operator means an air carrier coming within the classification of air taxi operators established by Sec. 298.3.

Air Transportation means interstate air transportation, foreign air transportation, or the transportation of mail by aircraft as defined by the Statute.\1\

\1\ ``Interstate air transportation' ' is defined in section 40102(a) (25) as the transportation of passengers or property by aircraft as a common carrier for compensation, or the transportation of mail by aircraft (1) between a place in (i) a State, territory, or possession of the United States and a place in the District of Columbia or another State, territory, or possession of the United States; (ii) Hawaii and another place in Hawaii through the airspace over a place outside Hawaii; (iii) the District of Columbia and another place in the District

of Columbia; or (iv) a territory or possession of the United States and another place in the same territory or possession; and (2) when any part of the transportation is by aircraft. NOTE: Operations wholly within the geographic limits of a single State are not considered ``interstate air transportation'' if in those operations the carrier transports no more than a de minimus volume of passengers or property moving as part of a continuous journey to or from a point outside the State.

``Foreign air transportation'' is defined in section 40102(a)(23) of the Statute as the transportation of passengers or property by aircraft as a common carrier for compensation, or the transportation of mail by aircraft, between a place in the United States and a place outside the United States when any part of the transportation is by aircraft.

Air transportation also is defined to include ``the transportation of mail by aircraft.'' Section 5402 of the Postal Reorganization Act, 39 U.S.C. 5402, authorizes the carriage of mail by air taxi operators in some circumstances under contract with the Postal Service.

[[Page 252]]

Certificated carrier means an air carrier holding a certificate issued under section 41102 of the Statute.

Commuter air carrier means an air taxi operator that carries passengers on at least five round trips per week on at least one route between two or more points according to its published flight schedules that specify the times, days of the week, and places between which those flights are performed.

Departure means takeoff from an airport.

Flight stage means the operation of an aircraft from takeoff to landing.

Large aircraft means any aircraft designed to have a maximum passenger capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds.

Maximum certificated takeoff weight means the maximum takeoff weight authorized by the terms of the aircraft airworthiness certificate. \2\

\2\ This weight may be found in the airplane operating record or in the airplane flight manual which is incorporated by regulation into the airworthiness certificate.

Maximum passenger capacity means the maximum number of passenger seats for which an aircraft is configured.

Maximum payload capacity means the maximum certificated take-off weight of an aircraft, less the empty weight, \3\ less all justifiable aircraft equipment, and less the operating load (consisting of minimum fuel load, oil, flight crew, steward's supplies, etc.). For purposes of this part, the allowance for the weight of the crew, oil, and fuel is as follows:

\3\ Empty weight is defined in section 03 of part 241 as follows: the weight of the airframe, engines, propellers, and fixed equipment. Empty weight excludes the weight of the crew and payload, but includes the weight of all fixed ballast, unusable fuel supply, undrainable oil, total quantity of engine coolant, and total quantity of hydraulic fluid.

-
- (1) Crew--200 pounds per crew member required under FAA regulations,
 - (2) Oil--350 pounds,
 - (3) Fuel--the minimum weight of fuel required under FAA regulations

for a flight between domestic points 200 miles apart, \4\

\4\ Assumes VFR weather conditions and flights not involving extended overwater operations.

Provided, however, That in the case of aircraft for which a maximum zero fuel weight is prescribed by the FAA, \5\ maximum payload capacity means the maximum zero fuel weight, less the empty weight, less all justifiable aircraft equipment, and less the operating load (consisting of minimum flight crew, steward's supplies, etc., but not including disposable fuel or oil).

\5\ The maximum zero fuel weight is the maximum permissible weight of an airplane with no disposable fuel or oil. The zero fuel weight figure may be found in the FAA's type certificate data sheets, and/or in FAA-approved flight manuals.

Mile means a statute mile, i.e., 5,280 feet.

Nonrevenue passenger means a person traveling free or under token charges, except those expressly named in the definition of revenue passenger; a person traveling at a fare or discount available only to employees or authorized persons of air carriers or their agents or only for travel on the business of the carriers; and an infant who does not occupy a seat. (This definition is for 14 CFR part 298 traffic reporting purposes and may differ from the definitions used in other parts by the Federal Aviation Administration and the Transportation Security Administration for the collection of Passenger Facility Charges and Security Fees.) The definition includes, but is not limited to, the following examples of passengers when traveling free or pursuant to token charges:

(1) Directors, officers, employees, and others authorized by the air carrier operating the aircraft;

[[Page 253]]

(2) Directors, officers, employees, and others authorized by the air carrier or another carrier traveling pursuant to a pass interchange agreement;

(3) Travel agents being transported for the purpose of familiarizing themselves with the carrier's services;

(4) Witnesses and attorneys attending any legal investigation in which such carrier is involved;

(5) Persons injured in aircraft accidents, and physicians, nurses, and others attending such persons;

(6) Any persons transported with the object of providing relief in cases of general epidemic, natural disaster, or other catastrophe;

(7) Any law enforcement official, including any person who has the duty of guarding government officials who are traveling on official business or traveling to or from such duty;

(8) Guests of an air carrier on an inaugural flight or delivery flights of newly-acquired or renovated aircraft;

(9) Security guards who have been assigned the duty to guard such aircraft against unlawful seizure, sabotage, or other unlawful interference;

(10) Safety inspectors of the National Transportation Safety Board or the FAA in their official duties or traveling to or from such duty;

(11) Postal employees on duty in charge of the mails or traveling to or from such duty;

(12) Technical representatives of companies that have been engaged in the manufacture, development or testing of a particular type of

aircraft or aircraft equipment, when the transportation is provided for the purpose of in-flight observation and subject to applicable FAA regulations;

(13) Persons engaged in promoting air transportation;

(14) Air marshals and other Transportation Security officials acting in their official capacities and while traveling to and from their official duties; and

(15) Other authorized persons, when such transportation is undertaken for promotional purpose.

Passengers carried means passengers on board each flight stage.

Point when used in connection with any territory or possession of the United States, or the States of Alaska and Hawaii, means any airport or place where aircraft may be landed or taken off, including the area within a 25-mile radius of such airport or place; when used in connection with the continental United States, except Alaska, it shall have the same meaning except be limited to the area within a 3-mile radius of such airport or place: Provided, That for the purposes of this part, West 30th Street Heliport and Pan Am Building Heliport, both located in New York City, shall be regarded as separate points.

Reporting carrier for Schedule T-100 purposes means the air carrier in operational control of the flight, i.e., the carrier that uses its flight crews under its own FAA operating authority.

Revenue passenger means a passenger for whose transportation an air carrier receives commercial remuneration. (This definition is for 14 CFR part 298 traffic reporting purposes and may differ from the definitions used in other parts by the Federal Aviation Administration and the Transportation Security Administration for the collection of Passenger Facility Charges and Security Fees.) This includes, but is not limited to, the following examples:

(1) Passengers traveling under publicly available tickets including promotional offers (for example two-for-one) or loyalty programs (for example, redemption of frequent flyer points);

(2) Passengers traveling on vouchers or tickets issued as compensation for denied boarding or in response to consumer complaints or claims;

(3) Passengers traveling at corporate discounts;

(4) Passengers traveling on preferential fares (Government, seamen, military, youth, student, etc.);

(5) Passengers traveling on barter tickets; and

(6) Infants traveling on confirmed-space tickets.

Revenue passenger-mile means one revenue passenger transported one mile. Revenue passenger-miles are computed by multiplying the aircraft miles flown on each flight stage by the number of revenue passengers carried on that flight stage.

Revenue seat-miles available means the aircraft-miles flown on each flight stage multiplied by the number of

[[Page 254]]

seats available for sale on that flight stage.

Revenue ton-mile means one ton of revenue traffic transported one mile. Revenue ton-miles are computed by multiplying the aircraft-miles flown on each flight stage by the number of pounds of revenue traffic carried on that flight stage and converted to ton-miles by dividing total revenue pound-miles by 2,000 pounds.

Revenue ton-miles available means the aircraft-miles flown on each flight stage multiplied by the number of pounds of aircraft capacity available for use on that stage and converted to ton-miles by dividing total pound-miles available by 2,000 pounds.

Scheduled service means transport service operated over routes pursuant to published flight schedules or pursuant to mail contracts with the U.S. Postal Service.

Small aircraft means any aircraft that is not a large aircraft, as

defined in this section.

Small certificated air carrier means an air carrier holding a certificate issued under section 41102 of the Statute that provides scheduled passenger air service within and between only the 50 States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, and the U.S. Virgin Islands with small aircraft as defined in this section.

Ton means a short ton, i.e., 2,000 pounds.

Wet-Lease Agreement means an agreement under which one carrier leases an aircraft with flight crew to another air carrier.

[ER-929, 40 FR 42855, Sept. 17, 1975]

Editorial Note: For Federal Register citations affecting Sec. 298.2, see the List of CFR Sections Affected which appears in the Finding Aids section of the printed volume and on GPO Access.

Sec. 298.3 Classification.

(a) There is hereby established a classification of air carriers, designated as "air taxi operators," which directly engage in the air transportation of persons or property or mail or in any combination of such transportation and which:

(1) Except as provided in Sec. 298.5, do not directly or indirectly utilize large aircraft in air transportation;

(2) Except as provided in Sec. 298.5, do not hold a certificate of public convenience and necessity or economic authority issued by the Department or the CAB other than that provided by this part;

(3) Have registered with the Department in accordance with subpart C of this part;

(4) Have and maintain in effect liability insurance coverage in compliance with the requirements set forth in part 205 of this chapter and have and maintain a current certificate of insurance evidencing such coverage on file with the Department; and

(5) If operating as a commuter air carrier or in foreign air transportation or participating in an interline agreement, have and maintain in effect and on file with the Department a signed counterpart of Agreement 18900 (OST Form 4523 or OST Form 4506) and comply with all other requirements of part 203 of this chapter.

(b) Except as provided in Sec. 298.5, a person who does not observe the conditions set forth in paragraph (a) of this section shall not be an air taxi operator or commuter air carrier within the meaning of this part with respect to any operations conducted while such conditions are not being observed, and during such periods is not entitled to any of the exemptions set forth in this part.

[ER-929, 40 FR 42855, Sept. 17, 1975, as amended by ER-1039, 43 FR 1490, Jan. 10, 1978; ER-1213, 46 FR 12478, Feb. 17, 1981; ER-1333, 48 FR 8051, Feb. 25, 1983; Docket No. 47939, 57 FR 40103, Sept. 2, 1992]

Sec. 298.4 Requests for statement of authority.

In any instance where an air taxi operator or commuter air carrier is required by a foreign government to produce evidence of its authority to engage in foreign air transportation under the laws of the United States, the Director, Office of Aviation Analysis will, upon request, furnish the carrier with a written statement, outlining its general operating privileges under this part for presentation to the

[[Page 255]]

proper authorities of the foreign government.

[ER-929, 40 FR 42855, Sept. 17, 1975, as amended by Docket No. 47939, 57 FR 40103, Sept. 2, 1992]

Sec. 298.5 Dual operations--air taxi or commuter air carrier and all-cargo air service.

Any person having or obtaining authority to operate as an all-cargo air service carrier shall not thereby lose, or be disqualified from obtaining, authority under this part to engage also in operations as an air taxi operator or commuter air carrier, regardless of the size of aircraft utilized in such all-cargo air service operations. The operations which such person conducts as an air taxi operator or commuter air carrier shall be subject to the conditions and entitled to the exemptions set forth in this part, and the operations which he conducts as an all-cargo air service carrier shall be subject to the conditions and entitled to the exemptions set forth in part 291 of this chapter.

[ER-1039, 43 FR 1490, Jan. 10, 1978, as amended by Docket No. 47939, 57 FR 40103, Sept. 2, 1992]

Subpart B_Exemptions

Sec. 298.11 Exemption authority.

Air taxi operators and commuter air carriers are hereby relieved from the following provisions of the Statute only if and so long as they comply with the provisions of this part and the conditions imposed herein, and to the extent necessary to permit them to conduct air taxi or commuter air carrier operations:

(a) Section 41101;

(b) Section 41504; except that the requirements of that section shall apply to: (1) Tariffs for through rates, fares, and charges filed jointly by air taxi operators or commuter air carriers with air carriers or with foreign air carriers subject to the tariff-filing requirements of Chapter 415; and (2) Tariffs required to be filed by air taxi operators or commuter air carriers which embody the provisions of the counterpart to Agreement 18900 as specified in part 203 of this chapter;

(c) Section 41702, except for the requirements that air taxi operators and commuter air carriers shall:

(1) Provide safe service, equipment, and facilities in connection with air transportation;

(2) Provide adequate service insofar as that requires them to comply with parts 252 and 382 of this chapter;

(3) Observe and enforce just and reasonable joint rates, fares, and charges, and just and reasonable classifications, rules, regulations and practices as provided in tariffs filed jointly by air taxi operators or commuter air carriers with certificated air carriers or with foreign air carriers; and

(4) Establish just, reasonable, and equitable divisions of such joint rates, fares, and charges as between air carriers participating therein which shall not unduly prefer or prejudice any of such participating air carriers;

(d) Section 41310, except that the requirements of that subsection shall apply to through service provided pursuant to tariffs filed jointly by air taxi operators or commuter air carriers with certificated air carriers or with foreign air carriers and to transportation of the handicapped to the extent that that is required by part 382 of this chapter;

(e) Section 41902;

(f) Section 41708.

[ER-929, 40 FR 42855, Sept. 17, 1975, as amended by ER-1251, 46 FR 51374, Oct. 20, 1981; ER-1278, 47 FR 608, Jan. 6, 1982; ER-1295, 47 FR 25936, June 16, 1982; ER-1389, 50 FR 31142, July 31, 1985; Docket No. 47939, 57 FR 40103, Sept. 2, 1992; 60 FR 43528, Aug. 22, 1995]

Sec. 298.13 Duration of exemption.

The exemption from any provision of the Statute provided by this part shall continue in effect only until such time as the Department shall find that enforcement of that provision would be in the public interest, at which time the exemption shall terminate or be conditioned with respect to the person, class of persons, or service (e.g., limited-entry foreign air transportation market) subject to the finding.

[ER-1278, 47 FR 608, Jan. 6, 1982, as amended at 60 FR 43528, Aug. 22, 1995]

[[Page 256]]

Subpart C Registration and Reregistration for Exemption

Sec. 298.21 Filing for registration by air taxi operators and commuter air carriers.

(a) Every air taxi operator (whether or not he is also a commuter air carrier as defined in this part) who plans to commence operations under this part shall register with the Department not later than 30 days prior to the commencement of such operations, unless, upon a showing of good cause satisfactory to the Director, Office of Aviation Analysis, registration within a lesser period of time is allowed.

(b) The registration of an air taxi operator or commuter air carrier shall remain in effect until it is amended by the carrier or canceled by the Department.

(c) Registration by all commuter air carriers, and by those air taxi operators with a mailing address in any U.S. State or Territory except Alaska, shall be accomplished by filing with the Department's Office of Aviation Analysis (or with the Department's Alaska Aviation Field Office, 222 West Seventh Street, Box 27, Anchorage, Alaska 99513, for air taxi operators that are not also commuter air carriers and that have a mailing address in the State of Alaska) the following:

(1) OST Form 4507, executed in duplicate. \6\ This form shall be certified by a responsible official and shall include the following information:

 \6\ OST Form 4507 is filed as part of the original document and can be obtained from the Office of Aviation Analysis, Special Authorities Division.

- (i) The name of the carrier and its mailing address;
- (ii) The carrier's principal place of business, if different from its mailing address, and its area code and telephone number;
- (iii) The carrier's FAA certificate number, if any, and the address and telephone number of the carrier's local FAA office;
- (iv) The type of service the carrier will offer (scheduled passenger, scheduled cargo, mail under a U.S. Postal Service contract, on-demand passenger, on-demand cargo, or other service such as air ambulance operations, firefighting or seasonal operations);
- (v) A list of the aircraft that the carrier proposes to operate, or, in the case of an amendment to the registration, the aircraft that it is currently operating in its air taxi or commuter air carrier operations,

and the aircraft type, FAA registration number and passenger capacity of each aircraft;

(vi) For initial registration, the proposed date of commencement of air taxi or commuter air carrier operations;

(vii) For amendments, whether the carrier has carried passengers in foreign air transportation during the previous 12 months;

(viii) Whether the carrier is a U.S. citizen;

(2) A certificate of insurance which is currently effective (or in case of initial registration, is to become effective), as defined in part 205 of this chapter;

(3) An 8 (in the case of commuters, 670) dollar registration filing fee in the form of a check, draft, or postal money order payable to the Department of Transportation.

(4) For air taxi operators that (i) are commuter air carriers, (ii) engage in foreign air transportation, or (iii) participate in an interline agreement, a signed counterpart of Agreement 18900 (OST Form 4523), which may be the revised registration form (OST Form 4507)), as required by part 203 of this chapter. These forms can be obtained from the Office of Aviation Analysis, Special Authorities Division.

(d) No air taxi operator shall provide scheduled passenger service as a commuter air carrier at an eligible place unless it has registered with the Department as a commuter air carrier and has been found by the Department

[[Page 257]]

to be fit, willing, and able to conduct such service.

(The reporting requirements contained in paragraph (c)(2) were approved by the Office of Management and Budget under control number 3024-0007. The reporting requirements contained in paragraph (c)(1) were approved under control number 3024-0008. The reporting requirements contained in paragraph (c)(4) were approved under control number 3024-0064.)

[ER-929, 40 FR 42855, Sept. 17, 1975, as amended by ER-954, 41 FR 25890, June 23, 1976; 41 FR 27314, July 2, 1976; 41 FR 28786, July 13, 1976; ER-1208, 46 FR 8444, Jan. 27, 1981; ER-1213, 46 FR 12478, Feb. 17, 1981; ER-1318, 48 FR 3718, Jan. 27, 1983; ER-1333, 48 FR 8051, Feb. 25, 1983; 49 FR 28240, July 11, 1984; Docket No. 47939, 57 FR 40103, 40104, Sept. 2, 1992; 60 FR 43528, Aug. 22, 1995]

Sec. 298.22 Processing by the Department.

After examination of the Form 298-A submitted by the carrier, the Department will stamp the effective date of the registration on the form and return the duplicate copy to the carrier to confirm that it has registered with the Department as required by this part. The effective date of the registration shall not be earlier than the effective date of the insurance policy or policies named in the certificate of insurance filed by the carrier under Sec. 298.21(c)(2).

[ER-1213, 46 FR 12478, Feb. 17, 1981, as amended by Docket No. 47939, 57 FR 40104, Sept. 2, 1992]

Sec. 298.23 Notifications to the Department of change in operations.

(a) An air taxi operator or commuter air carrier shall submit an amendment to its registration not later than 30 days after any of the following events:

(1) A change in its name or address;

(2) A change in its type of operations (passenger, cargo, mail, scheduled, etc.);

(3) A temporary or permanent cessation of its operations; or

(4) A change in the type of aircraft operated.

(b) An amendment shall be made by resubmitting OST Form 4507 to the Department's Office of Aviation Analysis. If the air taxi operator has a mailing address in the State of Alaska, the form shall be mailed to the Department's Alaska Aviation Field Office, 222 West Seventh Avenue, Box 27, Anchorage, Alaska 99513.

(The reporting requirements in paragraph (b) were approved by the Office of Management and Budget under control number 3024-0008.)

[ER-1213, 46 FR 12478, Feb. 17, 1981, as amended at 49 FR 28240, July 11, 1984; Docket No. 47939, 57 FR 40103, 40104, Sept. 2, 1992]

Sec. 298.24 Cancellation of the registration.

The registration of an air taxi operator or commuter air carrier may be canceled by the Department if any of the following occur:

(a) The operator notifies the Department that it is ceasing operations;

(b) The operator's insurance coverage changes or lapses;

(c) The operator fails to file an amended registration when required by Sec. 298.23;

(d) The operator's operating authorization is revoked by the Federal Aviation Administration;

(e) In the case of a commuter air carrier, the Department finds that the carrier is not fit, willing, and able to conduct scheduled service.

[ER-1213, 46 FR 12478, Feb. 17, 1981, as amended by Docket No. 47939, 57 FR 40103, Sept. 2, 1992]

Subpart D Limitations and Conditions on Exemptions and Operations

Sec. 298.30 Public disclosure of policy on consumer protection.

(a) Every air taxi and commuter air carrier shall cause to be displayed continuously in a conspicuous public place at each desk, station and position in the United States that is in charge of a person employed exclusively by it, or by it jointly with another person, or by any agent employed by it to sell tickets to passengers, a sign located so as to be clearly visible and readable to the traveling public, containing a statement setting forth the air taxi and commuter air carrier's policy on baggage liability and denied boarding compensation.

(b) An air taxi or commuter air carrier shall provide a written notice on or with a passenger's ticket concerning baggage liability as provided in Sec. 254.5

[[Page 258]]

of this chapter. These ticket notices are required only for passengers whose ticket includes a flight segment that uses large aircraft (more than 60 seats).

(c) If the substantive terms of the counter sign and ticket notice required by this section differ, the terms contained in the required ticket notice govern.

(Approved by the Office of Management and Budget under control number 3024-0074)

[ER-1378, 49 FR 14086, Apr. 10, 1984, as amended at 49 FR 28240, July 11, 1984; Docket No. 47939, 57 FR 40103, Sept. 2, 1992]

Sec. 298.31 Scope of service and equipment authorized.

Nothing in this part shall be construed as authorizing the operation of large aircraft in air transportation, and the exemption provided by this part to air taxi operators and commuter air carriers that register with the Department extends only to the direct operation in air transportation in accordance with the limitations and conditions of this part of aircraft designed to have a maximum passenger capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less.

[ER-1213, 46 FR 12478, Feb. 17, 1981, as amended by Docket No. 47939, 57 FR 40103, Sept. 2, 1992]

Sec. 298.35 Limitations on carriage of mail.

An air taxi operator or commuter air carrier is not authorized to carry mail except pursuant to contract with the Postal Service entered into pursuant to section 5402 of the Postal Reorganization Act (39 U.S.C. 5402).

[Docket No. 47939, 57 FR 40104, Sept. 2, 1992]

Sec. 298.36 Limitation on use of business name.

(a) An air taxi operator or commuter air carrier in holding out to the public and in performing its services in air transportation shall do so only in the name or names in which its air carrier certificate is issued pursuant to section 44702 of the Statute by the Federal Aviation Administration, and in which it is registered with the Department under this part.

(b) Slogans shall not be considered names for the purposes of this section, and their use is not restricted hereby.

(c) Commuter air carriers are subject to the provisions of part 215 of this chapter with regard to the use and change of air carrier names.

(d) Neither the provisions of this section nor the grant of a permission hereunder shall be deemed to constitute a finding for purposes other than for this section, or to effect a waiver of, or exemption from, any provisions of the Act or orders, rules or regulations issued thereunder.

[ER-929, 40 FR 42855, Sept. 17, 1975, as amended at 53 FR 17924, May 19, 1988; Docket No. 47939, 57 FR 40103, 40104, Sept. 2, 1992; 60 FR 43528, Aug. 22, 1995]

Sec. 298.37 Prohibition of services not covered by insurance.

An air taxi operator or commuter air carrier shall not operate in air transportation or provide or offer to provide air transportation unless there is in effect liability insurance which covers such transportation and which is evidenced by a current certificate of insurance on file with the Department as required by part 205 of this chapter.

[ER-929, 40 FR 42855, Sept. 17, 1975, as amended by Docket No. 47939, 57 FR 40103, 40104, Sept. 2, 1992]

Sec. 298.38 Security arrangements for operating Public Charters.

When an air taxi operator or commuter air carrier performs a Public Charter under part 380 of this chapter, either:

(a) The air taxi operator or commuter air carrier shall meet the bonding or escrow requirements applicable to certificated carriers as set forth in Sec. 207.17 of this chapter; or

(b) The air taxi operator or commuter air carrier shall ensure that it does not receive any payments for the charter until after the charter has been completed. In this case, its contracts with the charter operator and the charter operator's depository bank, if any, shall state that the charter operator or bank, as applicable, shall retain control of and responsibility for all participant funds intended for payment for

[[Page 259]]

air transportation until after the charter has been completed, notwithstanding any provision of part 380.

[ER-1140, 44 FR 49444, Aug. 23, 1979, as amended by Docket No. 47939, 57

Subpart E [Reserved]

Subpart F_Reporting Requirements

Sec. 298.60 General reporting instructions.

(a) Each commuter air carrier and each small certificated air carrier shall file with the Department's Bureau of Transportation Statistics (BTS) the applicable schedules of BTS Form 298-C, A Report of Financial and Operating Statistics for Small Aircraft Operators' and Schedule T-100, AU.S. Air Carrier Traffic and Capacity Data by Nonstop Segment and On-Flight Market'' as required by this section.

(b) A single copy of the BTS Form 298-C report shall be filed quarterly with the Office of Airline Information (OAI) for the periods ended March 31, June 30, September 30 and December 31 of each year to be received on or before May 10, August 10, November 10, and February 10, respectively. An electronic filing of the monthly Schedule T-100 is due at OAI within 30 days after the end of each month. Due dates falling on a Saturday, Sunday or Federal holiday will become effective on the next work day.

(c) All reports should be addressed as follows: Office of Airline Information, K-25, Room 4125, U.S. Department of Transportation, 400 Seventh St., SW., Washington, DC 20590.

(d) All information included in BTS Form 298-C schedules shall be typed or neatly printed.

(e) BTS Form 298-C schedules can be obtained from the above address or by telephone (202) 366-9059.

[ER-1399, 50 FR 19, Jan. 2, 1985, as amended by Docket No. 47939, 57 FR 40104, Sept. 2, 1992; 60 FR 66726, Dec. 26, 1995; 67 FR 49231, July 30, 2002]

Sec. 298.61 Reporting of traffic statistics.

(a) Each commuter air carrier and small certificated air carrier shall file Schedule T-100, AU.S. Air Carrier Traffic and Capacity Data by Nonstop Segment and On-Flight Market.''

(b) Schedule T-100 shall be filed monthly as set forth in ``298.60.

(1) Schedule T-100 collects summarized flight stage data and on-flight market data from revenue flights. All traffic statistics shall be compiled in terms of each flight stage as actually performed. The detail T-100 data shall be maintained in such a manner as to permit monthly summarization and organization into two basic groupings. The first grouping, the nonstop segment information, is to be summarized by equipment type, within class of service, within pair-of-points, without regard to individual flight number. The second grouping requires that the enplanement/deplanement information be broken out into separate units called on-flight market records, which shall be summarized by class of service, within pair-of-points, without regard for equipment type or flight number.

(2) Joint-service operations. The Department may authorize joint service operations between two direct air carriers. Examples of these joint-service operations are: blocked-space agreements; part-charter agreements; code-sharing agreements; wet-lease agreements, and similar arrangements.

(i) Joint-service operations are reported by the carrier in operational control of the flight, i.e., the carrier that uses its flight crews under its own FAA operating authority. The traffic moving under these agreements is reported on Schedule T-100 the same way as any other traffic on the aircraft.

(ii) If there are questions about reporting a joint-service operation, contact the BTS Assistant Director--Airline Information (fax no. 202 366-3383, telephone no. 202 366-4373). Joint-service operations are reported in Schedule T-100 in accordance with this paragraph (b).

(iii) Operational control. The air carrier in operational control of the aircraft (the carrier that uses its flight crews under its own FAA operating authority) must report joint-service operations.

(c) Service classes. (1) The statistical classifications are designed to reflect

[[Page 260]]

the operating characteristics attributable to each distinctive type of service offered. The combination of scheduled and nonscheduled operations with passenger, all-cargo, and military services are placed into service classes as follows:

Code	Type of Service
F.....	Scheduled Passenger/Cargo
G.....	Scheduled All-Cargo
L.....	Nonscheduled Civilian Passenger/Cargo
P.....	Nonscheduled Civilian Cargo
N.....	Nonscheduled Military Passenger/Cargo
R.....	Nonscheduled Military Cargo

(2) Scheduled services include traffic and capacity elements applicable to air transportation provided pursuant to published schedules and extra sections of scheduled flights. Scheduled Passenger/Cargo (Service Class F) is a composite of first class, coach, and mixed passenger/cargo service.

(3) Nonscheduled services include all traffic and capacity elements applicable to the performance of nonscheduled aircraft charters, and other air transportation services not constituting an integral part of services performed pursuant to published flight schedules.

(d) Air transport traffic and capacity elements. (1) Within each of the service classifications, carriers shall report air transport traffic and capacity elements. The elements are reported on segment or market records as follows:

Code	Description	Segment	Market	Computed by DOT
	Carrier, carrier entity code.	S	M	
	Reporting period date.....	S	M	
	Origin airport code.....	S	M	
	Destination airport code..	S	M	
	Service class code.....	S	M	
	Aircraft type code.....	S		
110.....	Revenue passengers enplaned.		M	
130.....	Revenue passengers transported.	S		
140.....	Revenue passenger-miles...			CFD*
210.....	Revenue cargo tons enplaned.			CFD*
217.....	Enplaned freight.....		M	
219.....	Enplaned mail.....		M	
230.....	Revenue tons transported..			CFD*
237.....	Transported freight.....	S		
239.....	Transported mail.....	S		
240.....	Revenue ton-miles.....			CFD*
241.....	Revenue ton-miles passenger.			CFD*
247.....	Revenue ton-miles freight.			CFD*
249.....	Revenue ton-miles mail....			CFD*
270.....	Available capacity payload	S		
280.....	Available ton-miles.....			CFD*
310.....	Available seats, total....	S		
320.....	Available seat-miles.....			CFD*
410.....	Revenue aircraft miles flown.			CFD*
430.....	Revenue aircraft miles scheduled.			CFD*
501.....	Inter-airport distance....			CFD*
510.....	Revenue aircraft departures performed.	S		
520.....	Revenue aircraft departures scheduled.	S		
610.....	Revenue aircraft hours (airborne).	S		
630.....	Aircraft hours (ramp-to-ramp).	S		
650.....	Total aircraft hours (airborne).	S		

*CFD = Computed by DOT from detail Schedule T-100 and T-100(f) data.

(2) [Reserved]

(e) These reported items are further described as follows:

(1) Reporting period date. The year and month to which the reported data are applicable.

(2) Carrier, Carrier entity code. Each air carrier shall report its name and entity code (a five digit code assigned by BTS that identifies both the carrier and its entity) for its particular operations. The Office of Airline Information (OAI) will assign or confirm codes upon request; OAI's address is Office of Airline Information, BTS, DOT Room 4125, K-14, 400 Seventh Street, SW., Washington, DC 20590-0001.

(3) Service class code. The service class codes are prescribed in section 298.61(c). In general, classes are divided into two

[[Page 261]]

broad categories, either scheduled or nonscheduled, where scheduled = F + G and nonscheduled = L + N + P + R.

(4) Record type code. This code indicates whether the data pertain to non-stop segment (record type S) or on-flight market (record type M).

(5) Aircraft type code. This code represents the aircraft types, as described in the BTS' Accounting and Reporting Directives.

(6) Origin, Destination airport code(s). These codes represent the industry designators. An industry source of these industry designator codes is the Official Airline Guide (OAG). OAI assigns codes upon request if not listed in the OAG.

(7) 110 Revenue passengers enplaned. The total number of revenue passengers enplaned at the origin point of a flight, boarding the flight for the first time; an unduplicated count of passengers in a market. Under the T-100 system of reporting, these enplaned passengers are the sum of the passengers in the individual on-flight markets. In the domestic entity, report only the total revenue passengers enplaned in item 110.

(8) 130 Revenue passengers transported. The total number of revenue passengers transported over a single flight stage, including those already on the aircraft from a previous flight stage. In the domestic entity, report only the total revenue passengers transported in item 130.

(9) 140 Revenue passenger-miles. Computed by multiplying the inter-airport distance of each flight stage by the number of passengers transported on that flight stage.

(10) 210 Revenue cargo tons enplaned. The total number of cargo tons enplaned. This data element is a sum of the individual on-flight market figures for each of the following categories: 217 Freight and 219 Mail. This element represents an unduplicated count of the revenue traffic in a market.

(11) 217 Enplaned freight. The total weight of revenue freight enplaned at the origin point of a flight, loaded onto the flight for the first time; an unduplicated count of freight in a market.

(12) 219 Enplaned mail. The total weight of mail enplaned at the origin point of a flight, loaded onto the flight for the first time; an unduplicated count of mail in a market.

(13) 230 Revenue tons transported. The number of tons of revenue traffic transported. This element is the sum of the following elements: 231 Passengers transported-total, 237 Freight, and 239 Mail.

(14) 237 Transported freight. The total weight of freight transported over a single flight stage, including freight already on the aircraft from a previous flight stage.

(15) 239 Transported mail. The total weight of mail transported over a single flight stage, including mail already on the aircraft from a previous flight stage.

(16) 240 Revenue ton-miles--total. Ton-miles are computed by multiplying the revenue aircraft miles flown (410) on each flight stage by the number of tons transported on that stage. This element is the sum of 241 through 249.

(17) 241 Revenue ton-miles--passenger. Equals the number of passengers times 200, times inter-airport distance, divided by 2000. A standard weight of 200 pounds per passenger, including baggage, is used for all operations and service classes.

(18) 247 Revenue ton-miles--freight. Equals the volume of freight in whole tons times the inter-airport distance.

(19) 249 Revenue ton-miles--mail. Equals the volume of mail in whole tons times the inter-airport distance.

(20) 270 Available capacity-payload. The available capacity is collected in pounds. This figure shall reflect the payload or total available capacity for passengers, mail, and freight applicable to the aircraft with which each flight stage is performed.

(21) 280 Available ton-miles. The aircraft miles flown on each flight stage multiplied by the available capacity on the aircraft in tons.

(22) 310 Available seats. The number of seats available for sale. This figure reflects the actual number of seats available, excluding those blocked for safety or operational reasons. In the domestic entity, report the total available seats in item 130. Scheduled and nonscheduled available seats are reported in item 130.

[[Page 262]]

(23) 320 Available seat-miles. The aircraft miles flown on each flight stage multiplied by the seat capacity available for sale.

(24) 410 Revenue aircraft miles flown. Revenue aircraft miles flown are computed based on the airport pairs between which service is actually performed; miles are generated from the data for scheduled aircraft departures (Code 520) times the inter-airport distances (Code 501).

(25) 430 Revenue aircraft miles scheduled. The number of revenue aircraft miles scheduled. All such data shall be maintained in conformity with the airport pairs between which service is scheduled, whether or not in accordance with actual performance.

(26) 501 Inter-airport distance. The great circle distance, in official statute miles as prescribed in part 247 of this chapter, between airports served by each flight stage. Official inter-airport mileage may be obtained from the Office of Airline Information.

(27) 510 Revenue aircraft departures performed. The number of revenue aircraft departures performed.

(28) 520 Revenue aircraft departures scheduled. The number of revenue aircraft departures scheduled, whether or not actually performed.

(29) 610 Revenue aircraft hours (airborne). The elapsed time, computed from the moment the aircraft leaves the ground until its next landing.

(30) 630 Aircraft hours (ramp-to-ramp). The elapsed time, computed from the moment the aircraft first moves under its own power from the boarding ramp at one airport to the time it comes to rest at the ramp for the next point of landing. This data element is also referred to as

`block' and `block-to-block' aircraft hours.

(31) 650 Total aircraft hours (airborne). The elapsed time, computed from the moment the aircraft leaves the ground until it touches down at the next landing. This includes flight training, testing, and ferry flights.

(f) Public availability of Schedule T-100 data. Detailed domestic on-flight market and nonstop segment data in Schedule T-100, except military data, shall be publicly available after processing. Domestic data are defined as data from air transportation operations from a place in any State of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the Virgin Islands, or a U.S. territory or possession to a place in any State of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the Virgin Islands, or a U.S. territory or possession.

Appendix to Sec. 298.61--Instructions to U.S. Air Carriers for Reporting Traffic and Capacity Data on Schedule T-100

(a) Format of reports.

(1) Automatic Data Processing (ADP) magnetic tape. Refer to paragraph (f) of this appendix for instructions pertaining to mainframe and minicomputer reporting. The Department will issue ``Accounting and Reporting Directives'' to make necessary technical changes to these T-100 instructions. Technical changes which are minor in nature do not require public notice and comment.

(2) Microcomputer diskette.

(i) Optional specification. If an air carrier desires to use its personal computers (PC's), rather than mainframe or minicomputers to prepare its data submissions, the following specifications for filing data on diskette media apply.

(ii) Reporting medium. Microcomputer ADP data submission of T-100 information must be on IBM compatible disks. Carriers wishing to use a different ADP procedure must obtain written approval to do so from the BTS Assistant Director--Airline Information. Requests for approval to use alternate methods must disclose and describe the proposed data transmission methodology. Refer to paragraph (k) of this appendix for microcomputer record layouts.

(iii) Microcomputer file characteristics. The files will be created in ASCII delimited format, sometimes called Data Interchange Format (DIF). This form of recording data provides for variable length fields (data elements) which, in the case of alphabetic data, are enclosed by quotation marks (``) and separated by a comma (,) or tab. Numeric data elements that are recorded without editing symbols are also separated by a comma (,) or tab. The data are identified by their juxtaposition within a given record. Therefore, each record must contain the exact number of data elements, all of which must be juxtapositionally correct. Personal computer software including most spreadsheets, data base management programs, and BASIC are capable of producing files in this format.

(b)-(c) [Reserved]

(d) Filing date for reports. The reports must be received at BTS within 30 days following the end of each reporting period.

(e) Address for filing. Data Administration Division, K-14, Room 4125, Office of Airline

[[Page 263]]

Information, Bureau of Transportation Statistics, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590-0001.

(f) ADP format for magnetic tape.

(1) Magnetic tape specifications. IBM compatible 9-track EBCDIC recording. Recording density of 6250 or 1600 bpi. The order of recorded information is:

(i) Volume label.

(ii) Header label.

(iii) Data records.

(iv) Trailer label.

(g) External tape label information.

(1) Carrier name.

(2) Report date.

(3) File identification.

(4) Carrier address for return of tape reel.

(h) Standards. It is the policy of the Department to be consistent with the American National Standards Institute and the Federal Standards Activity in all data processing and telecommunications matters. It is our intention that all specifications in this application are in compliance with standards promulgated by these organizations.

(i) Volume, header, and trailer label formats.

(1) Use standard IBM label formats. The file identifier field of the header labels should be ``T-100.SYSTEM''.

(2) [Reserved]

(j) Magnetic tape record layouts for T-100.

(1) Nonstop segment record layout.

Field No.	Positions	Mode	Description
1	1	1T	Record type code (S = nonstop segment).
2	2-6	5T	Carrier entity code.
3	7-12	6T	Report date (YYYYMM).
4	13-15	3T	Origin airport code.
5	16-18	3T	Destination airport code.
6	19	1T	Service class code (F, G, L, N, P or R).
7	20-23	4T	Aircraft type code.
8	24-28	5N	Revenue departures performed (F, G, L, N, P, R510).
9	29-38	10N	Available capacity payload (lbs) (F, G, L, N, P, R270).
10	39-45	7N	Available seats (F, L, N310).
11	46-52	7N	Passengers transported (F, L, N130).
12	53-62	10N	Rev freight transported (F, G, L, N, P, R237) (in lbs).
13	63-72	10N	Revenue mail transported (F, G, L, N, P, R239) (in lbs).
14	73-77	5N	Revenue aircraft departures scheduled (F, G520).
15	78-87	10N	Rev hrs, ramp-to-ramp (F, G, L, N, P, R630) (in minutes).
16	88-97	10N	Rev hrs, airborne (F, G, L, N, P, R610) (in minutes).

T=Text.
N=Numeric.

(2) On-flight market record layout.

Field No.	Positions	Mode	Description
1	1	1T	Record type: M = on-flight market record.
2	2-6	5T	Carrier entity code.
3	7-12	6T	Report date (YYYYMM).
4	13-15	3T	Origin airport code.
5	16-18	3T	Destination airport code.
6	19	1T	Service class code (F, G, L, N, P or R).
7	20-26	7N	Total passengers in market (F, L, N110).
8	27-36	10N	Rev freight in market (F, G, L, N, P, R217) (in lbs).
9	37-46	10N	Revenue mail in market (F, G, L, N, P, R219) (in lbs).

T=Text.
N=Numeric.

(k) Record layouts for microcomputer diskettes. The record layouts for diskette are generally identical to those shown for magnetic tape, with the exception that delimiters (quotation marks and commas) are used to separate fields. It is necessary that the order of fields be maintained in all records.

(1) File characteristics. The files will be created in ASCII delimited format, sometimes called Data Interchange Format (DIF). This form of recording data provides for variable length fields (data elements) which, in the case of alphabetic data, are enclosed by quotation marks (``) and separated by a comma (,) or tab. Numeric data elements that are recorded without editing symbols are also separated by a comma (,) or tab. The data are identified by their juxtaposition within a given record. Therefore, it is critical that each record contain the exact number of data elements, all of which must be juxtapositionally correct. PC software including most spreadsheets, data base management programs, and BASIC produce minidisks files in this format.

[[Page 264]]

(2) File naming conventions for diskettes. For microcomputer reports, each record type should be contained in a separate DOS file on the same physical diskette. The following DOS naming conventions shall be followed:

- (i) Record type S = SEGMENT.DAT
- (ii) Record type M = MARKET.DAT

[Doc. No. OST 98-4043, 67 FR 49231, July 30, 2002]

Sec. 298.62 Reporting of financial data.

(a) Each commuter air carrier and each small certificated air carrier shall file BTS Form 298-C, Schedule F-1 ``Report of Financial Data.'' This report shall be filed quarterly as set forth in Sec. 298.60 of this part.

(b) Each carrier shall indicate in the space provided, its full corporate name and the quarter for which the report is filed.

(c) This schedule shall be used to report financial data for the overall or system operations of the carrier. At the option of the carrier, the data may be reported in whole dollars by dropping the cents. Financial data shall be reported in the following categories:

(1) Line 1 ``Total Operating Revenues'' shall include gross revenues accruing from services ordinarily associated with air transportation and air transportation-related services. This category shall include revenue derived from scheduled service operations, revenue derived from nonscheduled service operations, amounts of compensation paid to the carrier under section 41732 of the Statute and other transport-related revenue such as in-flight sales, restaurant and food service (ground), rental of property or equipment, limousine service, cargo pick-up and delivery charges, and fixed-base operations involving the selling or servicing of aircraft, flying instructions, charter flights, etc.

(2) Line 2 ``Total Operating Expenses'' shall include expenses of a character usually and ordinarily incurred in the performance of air transportation and air transportation services. This category shall include expenses incurred: directly in the in-flight operation of aircraft; in the holding of aircraft and aircraft personnel in readiness for assignment to an in-flight status; on the ground in controlling and protecting the in-flight movement of aircraft; landing, handling or servicing aircraft on the ground; selling transportation; servicing and

handling traffic; promoting the development of traffic; and administering operations generally. This category shall also include expenses which are specifically identifiable with the repair and upkeep of property and equipment used in the performance of air transportation, all depreciation and amortization expenses applicable to property and equipment used in providing air transportation services, all expenses associated with the transport-related revenues included on line 1 of this schedule, and all other expenses not specifically mentioned which are related to transport operations. Interest expense and other nonoperating expenses attributable to financing or other activities which are extraneous to and not an integral part of air transportation or its incidental services shall not be included in this category.

(3) Line 3 ``Net Income or (Loss)'' shall reflect all operating and nonoperating items of profit and loss recognized during the period except for prior period adjustments.

(4) Line 4 ``Passenger Revenues-Scheduled Service'' shall include revenue generated from the transportation of passengers between pairs of points which are served on a regularly scheduled basis.

(d) Data reported on this schedule shall be withheld from public release for a period of 3 years after the close of the calendar quarter to which the report relates.

[ER-1399, 50 FR 20, Jan. 2, 1985, as amended by 53 FR 48528, Dec. 1, 1988; 60 FR 43528, Aug. 22, 1995; 60 FR 66726, Dec. 26, 1995; 67 FR 49234, July 30, 2002]

Sec. 298.63 Reporting of aircraft operating expenses and related statistics by small certificated air carriers.

(a) Each small certificated air carrier shall file BTS Form 298-C, Schedule F-2 ``Report of Aircraft Operating Expenses and Related Statistics.'' This schedule shall be filed quarterly as prescribed in Sec. 298.60. Data reported on this report shall be for the overall or system operations of the air carrier.

(b) Each carrier shall indicate in the space provided its full corporate name

[[Page 265]]

and the quarter for which the report is filed.

(c) This schedule shall show the direct and indirect expenses incurred in aircraft operations. Direct expense data applicable to each aircraft type operated by the carrier shall be reported in separate columns of this schedule. Each aircraft type reported shall be identified at the head of each column in the space provided for ``Aircraft Type.'' ``Aircraft Type'' refers to aircraft models such as Beech-18, Piper PA-32, etc. Aircraft Type designations are prescribed in the Accounting and Reporting Directives, which is available from the BTS' Office of Airline Information. In the space provided for ``Aircraft Code'' carriers shall insert the three digit code prescribed in the Accounting and Reporting Directives for the reported aircraft type. (Note: Aircraft of the same type but different cabin configuration may be grouped into a single classification; therefore, carriers are not required to report the fourth digit of an aircraft code indicating cabin configuration.)

(d) Line 1 Direct aircraft operating expenses shall be reported in the following categories:

(1) Line 2 ``Flying Operations (Less Rental)'' shall be subdivided as follows:

(i) Line 3 ``Pilot and Copilot'' expense shall include pilots' and copilots' salaries, and related employee benefits, pensions, payroll taxes and personnel expenses.

(ii) Line 4 ``Aircraft Fuel and Oil'' expense shall include the cost of fuel and oil used in flight operations and nonrefundable aircraft fuel and oil taxes.

(iii) Line 5 ``Other'' expenses shall include general (hull) insurance, and all other expenses incurred in the in-flight operation of aircraft and holding of aircraft and aircraft operational personnel in readiness for assignment to an in-flight status, which are not provided for otherwise on this schedule.

(2) Line 6 ``Total Flying Operations (Less Rentals)'' shall equal the sum of lines 3, 4 and 5.

(3) Line 7 ``Maintenance-Flight Equipment'' shall include the cost of labor, material and related overhead expended by the carrier to maintain flight equipment, general services purchased for flight equipment maintenance from associated or other outside companies, and provisions for flight equipment overhauls.

(4) Line 8 ``Depreciation and Rental-Flight Equipment'' expense shall include depreciation of flight equipment, amortization of capitalized leases for flight equipment, provision for obsolescence and deterioration of spare parts, and rental expense of flight equipment.

(5) Line 9 ``Total Direct Expense'' shall equal the sum of lines 6, 7 and 8.

(e) Line 10 Indirect aircraft operating expenses shall be reported only in total for all aircraft types and shall be segregated according to the following categories:

(1) Line 11 ``Flight Attendant Expense'' shall include flight attendants' salaries, and related employee benefits, pensions, payroll taxes and personnel expenses.

(2) Line 12 ``Traffic Related Expense'' shall include traffic solicitor salaries, traffic commissions, passenger food expense, traffic liability insurance, advertising and other promotion and publicity expenses, and the fringe benefit expenses related to all salaries in this classification.

(3) Line 13 ``Departure Related (Station) Expense'' shall include aircraft and traffic handling salaries, landing fees, clearance, customs and duties, related fringe benefit expenses and maintenance and depreciation on ground property and equipment.

(4) Line 14 ``Capacity Related Expense'' shall include salaries and fringe benefits for general management personnel, recordkeeping and statistical personnel, lawyers and law clerks, and purchasing personnel; legal fees and expenses; stationery; printing; uncollectible accounts; insurance purchased-general; memberships; corporate and fiscal expenses; and all other expenses which cannot be identified or allocated to some other specifically identified indirect cost category.

(f) Line 15 ``Total Indirect Expense'' shall equal the sum of lines 11, 12, 13 and 14.

(g) Line 16 ``Total Operating Expense'' shall equal the sum of lines 9 and 15.

(h) Line 17 ``Total Gallons of Fuel Issued'' shall include the gallons of fuel used in flight operations related to fuel

[[Page 266]]

cost reported in total and by aircraft type on Line 4.

[ER-1399, 50 FR 20, Jan. 2, 1985, as amended by Docket No. 47939, 57 FR 40104, Sept. 2, 1992; 60 FR 66726, Dec. 26, 1995; 67 FR 49234, July 30, 2002]

Sec. 298.65 Requests for extensions of time within which to file reports or for waivers from reporting requirements.

(a) If circumstances prevent the filing of BTS Form 298-C on or before the due date, a written request for an extension may be submitted. Except in cases of emergency, the request must be delivered to the BTS's Office of Airline Information in writing at least three days in advance of the due date. The request must state good and sufficient reason to justify the granting of the extension and the date when the reports can be filed. If the request is denied, the air carrier remains subject to the filing requirements to the same extent as if no request for extension of time had been made.

(b) The Office of Airline Information may waive any reporting requirements contained in Sec. 298.61, Sec. 298.62, Sec. 298.63 and Sec. 298.64 of this part, upon its own initiative or upon written request from any air carrier if the waiver is in the public interest and the request demonstrates that:

- (1) Unusual circumstances warrant such a departure;
- (2) A specifically defined alternative procedure or technique will result in a substantially equivalent or more accurate portrayal; and
- (3) The application of the alternative procedure will maintain or improve uniformity in reporting between air carriers.

[ER-1399, 50 FR 21, Jan. 2, 1985, as amended by Docket No. 47939, 57 FR 40104, Sept. 2, 1992; 60 FR 66726, Dec. 26, 1995]

Sec. 298.66 Reporting exemption for State collection of data.

(a) The Office of Airline Information may exempt a commuter air carrier from the reporting requirements of Sec. 298.61 of this part if a State government collects the information specified in that section and provides it to the Department by the dates specified. The data provided to the Department in this manner must be at least as reliable as if they were collected by the Department directly.

(b) The Office of Airline Information will provide assistance to any State agency interested in participating in this exemption program.

[ER-1399, 50 FR 21, Jan. 2, 1985, as amended by Docket No. 47939, 57 FR 40104, Sept. 2, 1992; 60 FR 66726, Dec. 26, 1995]

Subpart G_Public Disclosure of Data

Sec. 298.70 Public disclosure of data.

(a) Detailed domestic on-flight market data and nonstop segment data except military data shall be made publicly available after processing. Domestic data are defined as data from air transportation operations from a place in any State of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the Virgin Islands, or a U.S. territory or possession to a place in any State of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the Virgin Islands, or a U.S. territory or possession. Domestic military operations are reported under service codes N or R.

(b) Detailed international on-flight market and nonstop segment data in Schedule T-100 and Schedule T-100(f) reports, except military data, shall be publicly available immediately following the Department's determination that the database is complete, but no earlier than six months after the date of the data. Military operations are reported

under service codes N or R. Data for on-flight markets and nonstop segments involving no U.S. points shall not be made publicly available for three years. Industry and carrier summary data may be made public before the end of six months or the end of three years, as applicable, provided there are three or more carriers in the summary data disclosed. The Department may, at any time, publish international summary statistics without carrier detail.

(c) Schedule F-1 ``Report of Financial Data'' shall be withheld from public release for a period of 3 years after the close of the calendar quarter to which the report relates.

[[Page 267]]

(d) The Department may release nonstop segment and on-flight market detail data by carrier or individual Schedule F-1 ``Report of Financial Data'' before the end of the confidentiality period as follows:

(1) To foreign governments as provided in reciprocal arrangements between the foreign country and the U.S. Government for exchange of on-flight market and/or nonstop segment data submitted by air carriers of that foreign country and U.S. carriers serving that foreign country.

(2) To parties to any proceeding before the Department under Title IV of the Federal Aviation Act of 1958, as amended, as required by an Administrative Law Judge or other decision-maker of the Department. Parties may designate agents or consultants to receive the data in their behalf, provided the agents or consultants agree to abide by the disclosure restrictions. Any data to which access is granted pursuant to this provision may be introduced into evidence, subject to the normal rules of admissibility.

(3) To agencies or other components of the U.S. Government for their internal use only.

[Doc. No. OST 98-4043, 67 FR 49234, July 30, 2002]

Subpart H_Violations

Sec. 298.80 Enforcement.

In case of any violation of the provisions of the Statute, or this part, or any other rule, regulation, or order issued under the Statute, the violator may be subject to a proceeding pursuant to section 46101 of the Statute before the Department, or sections 46106 through 46108 of the Statute before a U.S. District Court, as the case may be, to compel compliance therewith; or to civil penalties pursuant to the provisions of section 46301 of the Statute; or, in the case of a willful violation, to criminal penalties pursuant to the provisions of section 46316 of the Statute; or other lawful sanctions including revocation of operating authority.

[ER-929, 40 FR 42855, Sept. 17, 1975, as amended at 60 FR 43528, Aug. 22, 1995]

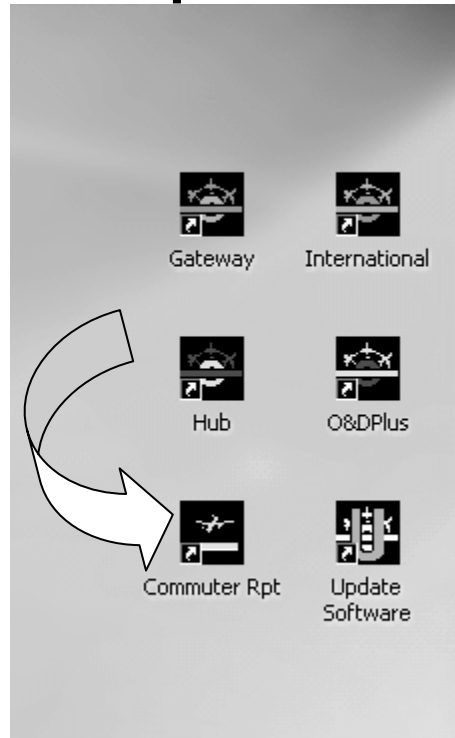
[[Page 268]]

Chapter IV

Commuter Database

Commuter Data Report

Insert the O&DPlus Market CD and click on the Commuter Rpt icon found on the Desktop.



Commuter Database	
<input type="checkbox"/> Scheduled Report <input checked="" type="checkbox"/> Unduplicated Pax Report	<input type="checkbox"/> Printer <input checked="" type="checkbox"/> File [ATDOUT] 1
<input checked="" type="checkbox"/> Quarterly <input type="checkbox"/> Annually <input type="checkbox"/> Sum Qtrs Greater Than Equal To Yr/Qtr [20031] Less Than Year/Quarter [20041]	<input type="checkbox"/> Text <input checked="" type="checkbox"/> .wkl File <input type="checkbox"/> Extract
Base : [IAD] Enter Code Or *** Reference: [***] For All Bases, Refs, Carrier : [ATD] Carriers	<input checked="" type="checkbox"/> Replace File <input type="checkbox"/> Append File
<input style="width: 100%;" type="button" value=" <RUN REPORT > "/>	<input style="width: 100%;" type="button" value=" <CLOSE > "/>

At this screen, select either the Scheduled Report which has basic total passenger information or the Unduplicated Pax Report which has the total passengers as well as Codeshare Passengers and reported fares and the Unduplicated Passengers and a fare based upon a mileage derived yield curve.

The reports can be unsummarized which is at the quarterly level of detail or summarized annually or in total.

The greatest confusion comes in selecting time frame ranges. The above query will net the calendar year 2003 data. Put the year and quarter you wish to begin the query in the box next to the line Greater Than Equal to Yr/Qtr. Then in the Less Than Year/Quarter box, put the quarter **AFTER** where you want to end the query. In the above query, I will **NOT** get any 2004 data.

Next, enter the Base, Reference, and Carrier. If you want ALL items, enter ***. This database is not cross posted so if I wanted data out of IAD as well as into IAD, I would have to run it once as above to get the outbound data. Switch the Base and Reference entries and run an inbound report.

Select File and give the output a file name. Select the output format and whether to replace an existing file or to append to it. Press the F2 Key or click <RUN REPORT>. The file output is on the next page.

For Quarters >= 2003 1 and < 2004 1

COMMUTER, UNDUPLICATED PASSENGERS REPORT

Orig	Dest	Car	Year	Qtr	Dist	TotalPax	UDPax	CSPax	AvgFare	UDFare	CSFare	TtlRev	UDRev	CSRev	TtlYld	UDYld	CSYld
IAD	ABE	ATD	2003	1	160	5,750	1,548	4,202	41.91	93.25	23.00	240,997	144,351	96,646	26.20	58.28	14.38
IAD	ABE	ATD	2003	2	160	6,708	2,492	4,216	48.84	85.79	27.00	327,621	213,789	113,832	30.53	53.62	16.88
IAD	ABE	ATD	2003	3	160	6,802	2,586	4,216	49.35	85.79	27.00	335,685	221,853	113,832	30.84	53.62	16.88
IAD	ABE	ATD	2003	4	160	6,541	2,096	4,445	45.84	85.79	27.00	299,831	179,816	120,015	28.65	53.62	16.88
IAD	ALB	ATD	2003	1	325	7,301	2,250	5,051	66.19	125.15	39.93	483,274	281,588	201,686	20.37	38.51	12.29
IAD	ALB	ATD	2003	2	325	9,517	1,002	8,515	47.90	115.14	39.99	455,885	115,370	340,515	14.74	35.43	12.30
IAD	ALB	ATD	2003	3	325	13,848	5,333	8,515	68.93	115.14	39.99	954,556	614,042	340,515	21.21	35.43	12.30
IAD	ALB	ATD	2003	4	325	8,101	4,100	4,001	78.52	115.14	41.00	636,115	472,074	164,041	24.16	35.43	12.62
IAD	AVP	ATD	2003	1	189	41	41	0	102.41	102.41	0.00	4,199	4,199	0	54.19	54.19	0.00
IAD	AVP	ATD	2003	2	189	76	76	0	94.22	94.22	0.00	7,161	7,161	0	49.85	49.85	0.00
IAD	AVP	ATD	2003	3	189	85	85	0	94.22	94.22	0.00	8,009	8,009	0	49.85	49.85	0.00
IAD	AVP	ATD	2003	4	189	108	108	0	94.22	94.22	0.00	10,176	10,176	0	49.85	49.85	0.00
IAD	BDL	ATD	2003	1	326	9,310	2,636	6,674	80.62	125.22	63.00	750,542	330,080	420,462	24.73	38.41	19.33
IAD	BDL	ATD	2003	2	326	10,704	3,905	6,799	83.32	115.21	65.00	891,830	449,895	441,935	25.56	35.34	19.94
IAD	BDL	ATD	2003	3	326	11,029	4,230	6,799	84.26	115.21	65.00	929,273	487,338	441,935	25.85	35.34	19.94
IAD	BDL	ATD	2003	4	326	10,426	5,416	5,010	93.97	115.21	71.00	979,687	623,977	355,710	28.82	35.34	21.78
IAD	BGM	ATD	2003	1	238	4,600	1,671	2,929	62.44	114.03	33.00	287,201	190,544	96,657	26.23	47.91	13.87
IAD	BGM	ATD	2003	2	238	4,651	1,257	3,394	50.98	104.91	31.00	237,086	131,872	105,214	21.42	44.08	13.03
IAD	BGM	ATD	2003	3	238	4,861	1,467	3,394	53.31	104.91	31.00	259,117	153,903	105,214	22.40	44.08	13.03
IAD	BGM	ATD	2003	4	238	4,801	1,628	3,173	60.03	104.91	37.00	288,194	170,793	117,401	25.22	44.08	15.55
IAD	BHM	ATD	2003	1	638	369	192	177	93.26	127.60	56.00	34,411	24,499	9,912	14.62	20.00	8.78
IAD	BNA	ATD	2003	1	542	7,438	4,528	2,910	99.33	121.03	65.56	738,803	548,024	190,780	18.33	22.33	12.10
IAD	BNA	ATD	2003	2	542	4,335	3,062	1,273	106.26	111.35	94.00	460,616	340,954	119,662	19.60	20.54	17.34
IAD	BNA	ATD	2003	3	542	2,626	1,353	1,273	102.94	111.35	94.00	270,319	150,657	119,662	18.99	20.54	17.34
IAD	BNA	ATD	2003	4	542	4,498	2,706	1,792	108.82	111.35	105.00	489,473	301,313	188,160	20.08	20.54	19.37
IAD	BOS	ATD	2003	1	413	1,815	1,756	59	124.76	127.51	43.00	226,445	223,908	2,537	30.21	30.87	10.41
IAD	BOS	ATD	2003	2	413	7,535	4,256	3,279	122.40	117.31	129.00	922,262	499,271	422,991	29.64	28.40	31.23
IAD	BOS	ATD	2003	3	413	4,892	1,613	3,279	125.15	117.31	129.00	612,212	189,221	422,991	30.30	28.40	31.23
IAD	BOS	ATD	2003	4	413	7,822	2,612	5,210	131.76	117.31	139.00	1,030,604	306,414	724,190	31.90	28.40	33.66
IAD	BTV	ATD	2003	1	442	10,591	2,929	7,662	67.58	126.88	44.91	715,732	371,632	344,100	15.29	28.71	10.16
IAD	BTV	ATD	2003	2	442	12,096	3,645	8,451	70.10	116.73	49.99	847,946	425,481	422,465	15.86	26.41	11.31
IAD	BTV	ATD	2003	3	442	13,858	5,407	8,451	76.03	116.73	49.99	1,053,625	631,159	422,465	17.20	26.41	11.31
IAD	BTV	ATD	2003	4	442	11,491	4,782	6,709	82.97	116.73	58.91	953,430	558,203	395,227	18.77	26.41	13.33
IAD	BUF	ATD	2003	1	284	7,901	2,985	4,916	64.48	121.23	30.02	509,450	361,872	147,578	22.70	42.69	10.57
IAD	BUF	ATD	2003	2	284	11,196	3,178	8,018	51.71	111.53	28.00	578,946	354,442	224,504	18.21	39.27	9.86
IAD	BUF	ATD	2003	3	284	13,076	5,058	8,018	60.31	111.53	28.00	788,623	564,119	224,504	21.24	39.27	9.86
IAD	BUF	ATD	2003	4	284	11,725	4,157	7,568	61.48	111.53	33.99	720,867	463,630	257,236	21.65	39.27	11.97
IAD	CAE	ATD	2003	1	401	9,392	5,521	3,871	95.24	127.59	49.09	894,452	704,424	190,027	23.75	31.82	12.24
IAD	CAE	ATD	2003	2	401	11,249	7,587	3,662	95.70	117.38	50.79	1,076,555	890,562	185,993	23.87	29.27	12.67
IAD	CAE	ATD	2003	3	401	10,298	6,636	3,662	93.70	117.38	50.79	964,927	778,934	185,993	23.37	29.27	12.67
IAD	CAE	ATD	2003	4	401	9,831	6,366	3,465	98.79	117.38	64.65	971,253	747,241	224,012	24.64	29.27	16.12

More data lines

Total					320	1,502,075	684,523	817,552	73.70	109.98	43.33	110,709,886	75,285,879	35,424,008	23.03	32.35	14.29
-------	--	--	--	--	-----	-----------	---------	---------	-------	--------	-------	-------------	------------	------------	-------	-------	-------

Small Certificated Carriers Reporting T100 Data - beginning Oct. 1, 2002

	(Sorted by Name)		(Sorted by Code)	(Old Code)
	Q5_ 40-Mile Air		2E_ Smokey Bay Air- Inc.	SKB
	RSV Air-Serve		2F_ Frontier Flying Service	FFS
	KO_ Alaska Central Express	new	2U_ Valley Air Express	
	J5_ Alaska Seaplane Service		4B_ Olson Air Service	OAS
	5F_ Arctic Circle Air Service		4E_ Tanana Air Service	TAN
	7S_ Arctic Transportation		4W_ Warbelow	WAL
	8Q_ Baker Aviation- Inc.		4Y_ Yute Air AKA Flight Alaska	YUT
	7G_ Bellair- Inc.		5F_ Arctic Circle Air Service	ASE
	8E_ Bering Air- Inc.		6C_ Cape Smythe Air Service	CSY
	BSA Big Sky Airlines- Inc.		7G_ Bellair- Inc.	BEL
	6C_ Cape Smythe Air Service		7H_ ERA Aviation	ERA
	7H_ ERA Aviation		7J_ Skagway Air Service	SKG
	FE_ Eagle Canyon Airlines		7N_ Inland Aviation Services	INL
	EM_ Empire Airlines- Inc.		7S_ Arctic Transportation	RYA
	FSA F. S. Air Service		8E_ Bering Air- Inc.	BER
	2F_ Frontier Flying Service		8Q_ Baker Aviation- Inc.	BKR
	G9_ Grant Aviation		8V_ Wright Air Service	WAS
	GAT Gulf Air Taxi		BSA Big Sky Airlines- Inc.	
	H6_ Hageland Aviation Service		EM_ Empire Airlines- Inc.	
	V8_ Iliamna Air Taxi		FE_ Eagle Canyon Airlines	
	7N_ Inland Aviation Services		FSA F. S. Air Service	
	IAS Island Air Service		G9_ Grant Aviation	GRT
	KAT Katmai Air		GAT Gulf Air Taxi	
	JF_ L.A.B. Flying Service- Inc.		H6_ Hageland Aviation Service	HAG
	J6_ Larry s Flying Service		H7_ Taquan Air Service	TQA
***	YV_ Mesa Airlines- Inc.		IAS Island Air Service	
	JI_ Midway Airlines- Inc.		J5_ Alaska Seaplane Service	AKS
	4B_ Olson Air Service		J6_ Larry s Flying Service	LFS
	PNA Peninsula Airways- Inc.		JF_ L.A.B. Flying Service- Inc.	LAB
	Z3_ Promech		JI_ Midway Airlines- Inc.	
new	SEB Seaborne Aviation		K5_ Wings of Alaska	WOA
	SVA Servant Air- Inc.		KAT Katmai Air	
	7J_ Skagway Air Service		KO_ Alaska Central Express	YTU
	SKW Skyway Airlines		PNA Peninsula Airways- Inc.	
	2E_ Smokey Bay Air- Inc.		Q5_ 40-Mile Air	WRB
	SNK Spernak Airways- Inc.		RSV Air-Serve	
	4E_ Tanana Air Service	new	SEB Seaborne Aviation	
	H7_ Taquan Air Service		SKW Skyway Airlines	
new	2U_ Valley Air Express		SNK Spernak Airways- Inc.	
	VLA Village Aviation		SVA Servant Air- Inc.	
	4W_ Warbelow		V8_ Iliamna Air Taxi	IAT
	WRD Ward Air		VLA Village Aviation	
	WAW Westward Airways- Inc.		WAW Westward Airways- Inc.	
	K5_ Wings of Alaska		WRD Ward Air	
	8V_ Wright Air Service	***	YV_ Mesa Airlines- Inc.	
	4Y_ Yute Air AKA Flight Alaska		Z3_ Promech	PRH

*** indicates that the carrier was moved to the "National" group in 2004

new indicates that the carrier was added since 10/1/2002

The carriers in this group are not required to file Form41 Financial data nor are they required to participate in the O&D Survey.

Commuter Carriers Reporting T100 Data - beginning Oct. 1, 2002

	(Sorted by Name)		(Sorted by Code)	(Old Code)
	ZV_ Air Midwest- Inc.		3C_ Corporate Airlines	
	ZP_ Air St. Thomas	***	9E_ Pinnacle Airlines	REX
	HRZ Allegheny Airlines		9J_ Pacific Island Aviation	
	WP_ Aloha Island Air		9K_ Cape Air	
	AZE Arizona Express Airlines		9L_ Colgan Air	
	BMJ Bemidji Airlines		ANE Pacific Wings Airlines	
	E9_ Boston-Maine Airways		AZE Arizona Express Airlines	
	9K_ Cape Air		BMJ Bemidji Airlines	
	CHA Chautauqua Airlines- Inc.		CHA Chautauqua Airlines- Inc.	
	9L_ Colgan Air		CMT Commutair	
	CMT Commutair		E9_ Boston-Maine Airways	PAM
	3C_ Corporate Airlines		ELL Ellis Air Taxi- Inc.	
	ELL Ellis Air Taxi- Inc.		EWA Rio Grande Air	
	PA_ Florida Coastal Airlines		GCH Grand Canyon Helicopters	
	OP1 Flying Boat- Inc.		GLA Great Lakes Aviation- LTD.	
	GCH Grand Canyon Helicopters		GLF Gulfstream International	
	GLA Great Lakes Aviation- LTD.		HNA Piedmont Airlines	
	TRI Great Plains Airlines		HRZ Allegheny Airlines	
	GLF Gulfstream International		KAH Kenmore Air Harbor	
	KAH Kenmore Air Harbor		NEW New England Airlines	
	SLA Mountain Bird/Salmon Air		NWS Northwest Seaplanes	
	NEW New England Airlines		OP1 Flying Boat- Inc.	
	NWS Northwest Seaplanes		OZA Ozark Airlines	
	OZA Ozark Airlines		PA_ Florida Coastal Airlines	
	9J_ Pacific Island Aviation		SHA Shuttle America Corp.	
	ANE Pacific Wings Airlines		SLA Mountain Bird/Salmon Air	
	HNA Piedmont Airlines		SMO Samoa Aviation- Inc.	
***	9E_ Pinnacle Airlines		TRI Great Plains Airlines	
	VEE PSA Airlines- Inc.		VEE PSA Airlines- Inc.	
	EWA Rio Grande Air		VI1 Vieques Air Link- Inc.	
	SMO Samoa Aviation- Inc.		VPJ Vintage Props - Jets- Inc.	
	SHA Shuttle America Corp.		WP_ Aloha Island Air	
	VI1 Vieques Air Link- Inc.		WST West Isle Air	
	VPJ Vintage Props - Jets- Inc.		ZP_ Air St. Thomas	
	WST West Isle Air		ZV_ Air Midwest- Inc.	

*** indicates that the carrier was moved to the "National" group in 2004

The carriers in this group are not required to file Form41 Financial data nor are they required to participate in the O&D Survey.

Codesharing in Domestic Markets

U.S. Carrier Domestic Codeshare with other U.S. Carriers in Q'4 2003

<u>Carriers</u>		<u>Superset 1B</u>	<u>Carrier Name</u>	
<u>Operating</u>	<u>Marketing</u>	<u>Passengers</u>	<u>Operating</u>	<u>Marketing</u>
12	UA	8,092	Allegheny Airlines (PA)	United Airlines
12	US	479,919	Allegheny Airlines (PA)	US Airways
16	UA	3,664	PSA Airlines (JetStream)	United Airlines
16	US	292,935	PSA Airlines (JetStream)	US Airways
17	UA	63,502	Piedmont Airlines (Henson)	United Airlines
17	US	611,454	Piedmont Airlines (Henson)	US Airways
3C	AA	40,813	Corporate Airlines	American Airlines
3M	CO	48,628	Gulfstream Int I	Continental Airlines
3M	NW	3,984	Gulfstream Int I	Northwest Airlines
3M	UA	1,558	Gulfstream Int I	United Airlines
7H	AS	6,890	ERA Helicopters	Alaska Airlines
9E	CO	68,773	Pinnacle Airlines, Inc.	Continental Airlines
9E	DL	2,283	Pinnacle Airlines, Inc.	Delta Air Lines
9E	NW	1,031,973	Pinnacle Airlines, Inc.	Northwest Airlines
9J	NW	2,260	Pacific Island Aviation	Northwest Airlines
9K	CO	10,703	Cape Air	Continental Airlines
9L	UA	356	Colgan Air	United Airlines
9L	US	120,576	Colgan Air	US Airways
AL	YX	177,416	Skyway Airlines	Midwest Express Airline
C5	CO	54,169	Commatair	Continental Airlines
C8	TZ	218,437	Chicago Express	American Trans Air
DH	CO	10	Atlantic Coast	Continental Airlines
DH	DL	483,124	Atlantic Coast	Delta Air Lines
DH	UA	1,071,826	Atlantic Coast	United Airlines
DH	US	30	Atlantic Coast	US Airways
GQ	AS	1,117	Big Sky Airlines	Alaska Airlines
GQ	HP	1,648	Big Sky Airlines	America West Airlines
GQ	NW	1,431	Big Sky Airlines	Northwest Airlines
KS	AS	2,323	Penair (Peninsula Airways)	Alaska Airlines
OO	CO	78,606	Sky West Airlines	Continental Airlines
OO	DL	923,225	Sky West Airlines	Delta Air Lines
OO	NW	140	Sky West Airlines	Northwest Airlines
OO	UA	1,157,356	Sky West Airlines	United Airlines
OO	US	12,365	Sky West Airlines	US Airways
RP	AA	208,603	Chautauqua Airlines	American Airlines
RP	CO	346	Chautauqua Airlines	Continental Airlines
RP	DL	280,502	Chautauqua Airlines	Delta Air Lines
RP	UA	48	Chautauqua Airlines	United Airlines
RP	US	484,679	Chautauqua Airlines	US Airways
S5	UA	228	Shuttle America	United Airlines
S5	US	148,042	Shuttle America	US Airways
WP	AQ	10,319	Aloha Island Air	Aloha Airlines
WP	UA	553	Aloha Island Air	United Airlines
YV	F9	24,375	Mesa Airlines	Frontier Airlines
YV	HA	20	Mesa Airlines	Hawaiian Airlines
YV	HP	179,647	Mesa Airlines	America West Airlines
YV	UA	145,050	Mesa Airlines	United Airlines
YV	US	860,121	Mesa Airlines	US Airways
ZK	F9	8	Great Lakes Aviation	Frontier Airlines
ZK	UA	43,283	Great Lakes Aviation	United Airlines
ZV	HP	13,400	Air Midwest	America West Airlines
ZV	UA	298	Air Midwest	United Airlines
ZV	US	89,106	Air Midwest	US Airways
ZV	YX	29	Air Midwest	Midwest Express Airline
ZQ	US	6,709	Caribbean Sun Airlines	US Airways
Total 298c Survey Exemption		9,476,952		

Codesharing in Domestic Markets
U.S. Carrier Domestic Codeshare with other U.S. Carriers in Q'4 2003

<u>Operating</u>	<u>Carriers</u>	<u>Marketing</u>	<u>Superset 1B</u>	<u>Operating</u>	<u>Carrier Name</u>
			<u>Passengers</u>		<u>Marketing</u>
9N	AA	AA	340,545	Trans States	American Airlines
9N	UA	UA	7,359	Trans States	United Airlines
9N	US	US	263,762	Trans States	US Airways
AA	AS	AS	26,034	American Airlines	Alaska Airlines
AA	HA	HA	9	American Airlines	Hawaiian Airlines
AQ	UA	UA	21,175	Aloha Airlines	United Airlines
AS	CO	CO	3,680	Alaska Airlines	Continental Airlines
AS	HA	HA	144	Alaska Airlines	Hawaiian Airlines
AS	NW	NW	54,713	Alaska Airlines	Northwest Airlines
C8	TZ	TZ	7,790	Chicago Express	American Trans Air
CO	AS	AS	8,497	Continental Airlines	Alaska Airlines
CO	DL	DL	9,912	Continental Airlines	Delta Air Lines
CO	NW	NW	196,329	Continental Airlines	Northwest Airlines
CS	CO	CO	354,429	Continental Micronesia	Continental Airlines
CS	NW	NW	285	Continental Micronesia	Northwest Airlines
DL	CO	CO	31,119	Delta Air Lines	Continental Airlines
DL	NW	NW	10,584	Delta Air Lines	Northwest Airlines
EV	CO	CO	1,089	Atlantic Southeast	Continental Airlines
EV	DL	DL	2,324,856	Atlantic Southeast	Delta Air Lines
EV	NW	NW	471	Atlantic Southeast	Northwest Airlines
F8	HA	HA	20	Freedom Airlines	Hawaiian Airlines
F8	HP	HP	294,447	Freedom Airlines	America West Airlines
HA	AA	AA	21,208	Hawaiian Airlines	American Airlines
HA	AS	AS	4,742	Hawaiian Airlines	Alaska Airlines
HA	CO	CO	3,657	Hawaiian Airlines	Continental Airlines
HA	HP	HP	4,996	Hawaiian Airlines	America West Airlines
HA	NW	NW	27,390	Hawaiian Airlines	Northwest Airlines
HP	CO	CO	291	America West Airlines	Continental Airlines
HP	HA	HA	788	America West Airlines	Hawaiian Airlines
HP	NW	NW	6,503	America West Airlines	Northwest Airlines
HP	YV	YV	30	America West Airlines	Mesa Airlines
JI	US	US	40,247	Midway Airlines, Inc.	US Airways
MQ	AA	AA	3,038,841	American Eagle	American Airlines
MQ	AS	AS	17,573	American Eagle	Alaska Airlines
MQ	CO	CO	5,259	American Eagle	Continental Airlines
MQ	DL	DL	8,770	American Eagle	Delta Air Lines
MQ	HA	HA	1,919	American Eagle	Hawaiian Airlines
MQ	NW	NW	11,399	American Eagle	Northwest Airlines
MQ	YX	YX	1,099	American Eagle	Midwest Express Airline
NW	AS	AS	3,088	Northwest Airlines	Alaska Airlines
NW	CO	CO	460,015	Northwest Airlines	Continental Airlines
NW	DL	DL	4,283	Northwest Airlines	Delta Air Lines
NW	HA	HA	9	Northwest Airlines	Hawaiian Airlines
OH	CO	CO	254	Comair	Continental Airlines
OH	DL	DL	3,025,768	Comair	Delta Air Lines
OH	NW	NW	388	Comair	Northwest Airlines
OW	AA	AA	562,098	Executive Airlines	American Airlines
QX	AS	AS	1,191,205	Horizon Air	Alaska Airlines
QX	CO	CO	4,477	Horizon Air	Continental Airlines
QX	HA	HA	8	Horizon Air	Hawaiian Airlines
QX	NW	NW	42,298	Horizon Air	Northwest Airlines
RD	FL	FL	101,166	Ryan International Airlines	Airtran/Frontier
RU	CO	CO	2,879,524	Continental Express	Continental Airlines
RU	DL	DL	5,591	Continental Express	Delta Air Lines
RU	NW	NW	110,868	Continental Express	Northwest Airlines
UA	US	US	487,770	United Airlines	US Airways
US	UA	UA	1,170,204	US Airways	United Airlines
XJ	CO	CO	55,633	Mesaba Aviation	Continental Airlines
XJ	DL	DL	516	Mesaba Aviation	Delta Air Lines
XJ	NW	NW	1,349,436	Mesaba Aviation	Northwest Airlines
ZW	FL	FL	253,413	Air Wisconsin	Airtran/Frontier
ZW	UA	UA	1,276,353	Air Wisconsin	United Airlines
ZW	US	US	15,386	Air Wisconsin	US Airways
Total Survey Reporting Codeshares			20,151,712		