

Title 14: Aeronautics and Space

PART 291 CARGO OPERATIONS IN INTERSTATE AIR TRANSPORTATION

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291.60 Public disclosure of data.

Authority: 49 U.S.C. 329 and chapters 411 and 417.

Source: ER1080, 43 FR 53635, Nov. 16, 1978, unless otherwise noted.

Subpart A General

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291.1 Applicability.

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This part applies to cargo operations in interstate air transportation by air carriers certificated under section 41102 or 41103 of the Statute. It also applies to applicants for an all-cargo air transportation certificate under section 41103 of the Statute.

[60 FR 43525, Aug. 22, 1995]

291.2 Definitions.

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All-cargo air transportation means the transportation by aircraft in interstate air transportation of only property or only mail, or both. Interstate air transportation means 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.

Reporting carrier for Schedule T100 purposes means the air carrier in operational control of the aircraft, i.e., the carrier that uses its flight crew under its own FAA operating authority.

Section 41102 carrier means an air carrier certificated under section 41102 of the Statute to transport persons, property and mail or property and mail only.

Section 41103 carrier means an air carrier holding a certificate issued under section 41103 of the Statute to provide all-cargo air transportation.

Service, scheduled cargo means transport service operated pursuant to published flight schedules including extra sections. There is no requirement on the number of weekly flights nor is there a requirement that the schedule be published in the Official Airline Guide.

Wet-Lease Agreement means an agreement under which one carrier leases an

aircraft with flight crew to another air carrier.

[60 FR 43525, Aug. 22, 1995, as amended at 67 FR 49226, July 30, 2002]

Subpart BAll-Cargo Air Transportation Certificates

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291.10 Applications.

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Applications for all-cargo air service certificates shall comply with the provisions of part 201 and subpart B of part 302 of this chapter with regard to filing procedures, and with the provisions of part 204 of this chapter with regard to evidentiary requirements.

(Approved by the Office of Management and Budget under control number

21060023)

[Docket No. 47582, 57 FR 38770, Aug. 27, 1992, as amended at 65 FR 6456,

Feb. 9, 2000]

Subpart CGeneral Rules for All-Cargo Air Transportation

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291.20 Applicability.

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The rules in this subpart apply to cargo operations in interstate air transportation performed by air carriers certificated under sections 41102 or 41103 of the Statute. Section 41103 carriers that operate passenger-only or combination aircraft under section 41102, part 298 of this chapter, or other Department authority, must comply with the rules in this subpart in connection with cargo operations in interstate air transportation, whether provided on all-cargo or combination aircraft, operated pursuant to this authority or otherwise. In case a carrier may operate a particular flight under either a section 41102 certificate or a section 41103 certificate, the flight is presumed to be operated under the carrier's section 41103 authority.

[60 FR 43526, Aug. 22, 1995]

291.22 Aircraft accident liability insurance requirement.

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No air carrier shall operate all-cargo aircraft or provide all-cargo air transportation unless such carrier has and maintains in effect aircraft accident liability coverage that meets the requirements of part 205 of this chapter.

[ER1255, 46 FR 52583, Oct. 27, 1981, as amended at 60 FR 43526, Aug.

22,

1995]

291.23 Record retention.

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(a) The provisions of 14 CFR part 249, Preservation of air carrier accounts, records and memoranda, shall apply to all carriers, except that records pertaining to transportation provided on aircraft eligible to be operated under part 298 of this title, and records concerning transportation outside the geographic scope of interstate air transportation, need not be maintained unless required by other

Department

regulations.

(b) Each carrier shall retain for 1 year a copy of each rate sheet, airwaybill contract, and other document reflecting changed, new, or other previously unreported general or special prices or rules governing the carriage of freight in interstate air transportation (except mail), unless the transportation was performed in accordance with an effective tariff on file with the Department. Each carrier shall retain for 1 year a copy of any formula based on standard weight, mileage, or other method used to determine an individual airbill or contract.

(Approved by the Office of Management and Budget under control

number

30240022)

[ER1080, 43 FR 53635, Nov. 16, 1978, as amended by ER1270, 46 FR

63220,

Dec. 31, 1981; Docket No. 47582, 57 FR 38770, Aug. 27, 1992; 60 FR

43526,

Aug. 22, 1995]

291.24 Waiver of Department Economic Regulations.

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Except for this part and those parts of the Department's Economic Regulations (parts 200 through 299 of this title) specifically referred to in this part, carriers providing cargo operations in interstate air transportation are, with respect to that transportation, relieved from all obligations imposed on air carriers by those economic regulations. Flights operated entirely within interstate air transportation shall be free from those obligations, even though they may also carry shipments to or from points outside that geographic area. This waiver shall not apply to the requirements of part 239 of this title.

[ER1080, 43 FR 53635, Nov. 16, 1978, as amended by Docket No. 47582,

57

FR 38770, Aug. 27, 1992; 60 FR 43526, Aug. 22, 1995]

Subpart DExemptions for Cargo Operations in Interstate Air Transportation

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291.30 General.

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The following exemptions, except as otherwise specifically noted, apply only to cargo operations in interstate air transportation. They do not relieve a carrier from obligations derived from other transportation.

[ER1080, 43 FR 53635, Nov. 16, 1978, as amended at 60 FR 43526, Aug.

22,

1995]

291.31 Exemptions from the Statute.

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(a) Each section 41102 or 41103 air carrier providing cargo operations in interstate air transportation is, with respect to such transportation, exempted from the following portions of the Statute only if and so long as it complies with the provisions of this part and the conditions imposed herein, and to the extent necessary to permit it to conduct cargo operations in interstate air transportation:

(1) Sections 41310, 41705,

(2) Chapter 415, and

(3) Chapter 419 for all-cargo operations under section 41103.

(b) Each air carrier providing cargo operations in interstate air transportation under section 41103 of the Statute is exempted from the provisions of section 41106(a) of the Statute to the extent necessary to permit it to compete for and operate cargo charters in interstate air transportation for the Department of Defense under contracts of more

than

30 days' duration.

(c) The Department of Defense is exempted from section 41106(a) of the Statute to the extent necessary to permit it to negotiate and enter into contracts of more than 30 days' duration with any section 41103 carrier for operation of cargo charters in interstate air transportation.

[60 FR 43526, Aug. 22, 1995]

Subpart EReporting Rules

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291.40 [Reserved]

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291.41 Financial and statistical reportinggeneral.

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(a) Carriers providing cargo operations in interstate air transportation that also conduct other operations under section 41102 shall comply with the provisions of part 241 of this title.

(b) Carriers providing cargo operations in interstate air transportation under section 41103 certificates shall comply with 291.42.

(c) Carriers providing cargo operations in interstate air transportation

under section 41103, and also providing other services under part 298 of this title, shall report their cargo operations in interstate air transportation operations in accordance with 291.42, and shall report all other traffic in accordance with the provisions of subpart F of part 298. [ER1080, 43 FR 53635, Nov. 16, 1978, as amended at 60 FR 43526, Aug.

22,

1995]

291.42 Section 41103 financial and traffic reporting.

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(a) General instructions. Carriers operating under section 41103 certificates that are not subject to part 241 of this chapter shall file Form 291A, Statement of Operations for Section 41103 Operations, Schedule T100, U.S. Air Carrier Traffic and Capacity Data by Nonstop Segment and On-Flight Market, and Schedule P12(a), Fuel Consumption

by

Type of Service and Entity with the Department's Bureau of Transportation Statistics (BTS).

(1) A single copy of the BTS Form 291A report shall be filed annually with the Office of Airline Information (OAI) for the year ended December 31, to be received on or before February 10 of the immediately following year. A single copy of the monthly BTS Schedule P12(a) is due at OAI within 20 days after the end of each month. An electronic filing of the monthly Schedule T100 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.

(2) Reports required by this section shall be filed at the Office Airline Information, K14, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 205900001.

(b) Statement of Operations and Statistics Summary for section 41103 operations. This statement shall include the following elements:

(1) Total operating revenue, categorized as follows:

(i) Transport revenues from the carriage of property in scheduled and nonscheduled service;

(ii) Transport revenue from the carriage of mail in scheduled and nonscheduled service; and

(iii) Transport-related revenues.

(2) Total operating expenses;

(3) Operating profit or loss, computed by subtracting the total operating expenses from the total operating revenues; and

(4) Net income, computed by subtracting the total operating and nonoperating expenses, including interest expenses and income taxes,

from

the total operating and nonoperating revenues.

(c) Summary of traffic and capacity statistics. This summary shall include the following elements:

(1) Total revenue ton-miles, which are the aircraft miles flown on each

flight stage times the number of tons of revenue traffic carried on that stage. They shall be categorized as follows:

(i) Property; and

(ii) Mail.

(2) Revenue tons enplaned, reflecting the total revenue tons of cargo loaded on aircraft during the annual period;

(3) Available ton-miles, reflecting the total revenue ton-miles available for all-cargo service during the annual period, and computed by multiplying aircraft miles flown on each flight stage by the number of tons of aircraft capacity available for that stage;

(4) Aircraft miles flown, reflecting the total number of aircraft miles flown in cargo service during the annual period;

(5) Aircraft departures performed, reflecting the total number of take-offs performed in cargo service during the annual period; and

(6) Aircraft hours airborne, reflecting the aircraft hours of flight (from takeoff to landing) performed in cargo service during the annual period.

[ER1350, 48 FR 32757, July 19, 1983, as amended by Docket No. 47582, 57

FR 38770, Aug. 27, 1992; 60 FR 43526, Aug. 22, 1995; 60 FR 66726, Dec. 26,

1995; 67 FR 49226, July 30, 2002]

291.43 Statement of operation for section 41103 operations.
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Form 291A contains the following data elements:

(a) Total operating revenue, categorized as follows:

(1) Transport revenues from the carriage of property in scheduled and nonscheduled service;

(2) Transport revenues from the carriage of mail in scheduled and nonscheduled service; and

(3) Transport-related revenues;

(b) Total operating expenses;

(c) Operating profit or loss, computed by subtracting the total operating expenses from the total operating revenues; and

(d) Net income, computed by subtracting the total operating and nonoperating expenses, including interest expenses and income taxes, from

the total operating and nonoperating revenues.

[Doc. No. OST 984043, 67 FR 49227, July 30 2002]

291.44 BTS Schedule P12(a), Fuel Consumption by Type of Service and Entity.

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(a) For the purposes of BTS schedule P12(a), type of service shall be either scheduled service or nonscheduled service as those terms are defined in 291.45(c)(2) and (3).

(b) For the purpose of this schedule, scheduled service shall be reported separately for:

(1) Intra-Alaskan operations;

(2) Domestic operations, which shall include all operations within and between the 50 States of the United States (except Intra-Alaska), the District of Columbia, the Commonwealth of Puerto Rico and the United States 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 United States Virgin Islands, or a U.S. territory or possession;

(3) International operations are flight stages with one or both terminals outside the 50 States of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the United States Virgin Islands, or a U.S. territory or possession.

(c) For the purpose of this schedule, nonscheduled service shall be reported separately for domestic operations and international operations as defined in paragraphs (b)(2) and (b)(3) of this section, except that domestic and international Military Airlift Command (MAC) operations shall

be reported on separate lines.

(d) The cost data reported on each line shall represent the average cost of fuel, as determined at the station level, consumed in that geographic entity.

(e)(1) The cost of fuel shall include shrinkage, but excludes:

(i) Throughput and in to plane fees, i.e., service charges or gallonage levies assessed by or against the fuel vendor or concessionaire and passed on to the carrier in a separately identifiable form; and

(ii) Nonrefundable Federal and State excise taxes.

(2) However, through-put and in to plane charges that cannot be identified or segregated from the cost of fuel shall remain a part of the cost of fuel as reported on this schedule.

(f) Each air carrier shall maintain records for each station showing the computation of fuel inventories and consumption for each fuel type. The periodic average cost method shall be used in computing fuel inventories and consumption. Under this method, an average unit cost for each fuel type shall be computed by dividing the total cost of fuel available (Beginning Inventory plus Purchases) by the total gallons available. The resulting unit cost shall then be used to determine the ending inventory and the total consumption costs to be reported on this schedule.

(g) Where amounts reported for a specific entity include other than Jet A fuel, a footnote shall be added indicating the number of gallons and applicable costs of such other fuel included in amounts reported for that entity.

(h) Where any adjustment(s) recorded on the books of the carrier results in a material distortion of the current month's schedule, carriers shall file a revised Schedule P12(a) for the month(s) affected.

[Doc. No. OST 984043, 67 FR 49227, July 30, 2002]

291.45 BTS Schedule T100, U.S. Air Carrier Traffic and Capacity Data

by Nonstop Segment and On-Flight Market.

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(a) Each section 41103 all-cargo air carrier shall file Schedule T100, U.S. Air Carrier Traffic and Capacity Data by Nonstop Segment and On-Flight Market.

(b) Schedule T100 shall be filed monthly.

(1) Schedule T100 collects summarized flight stage data and on-flight market data for revenue flights. All traffic statistics shall be compiled in terms of each flight stage as actually performed. The detail T100 data shall be maintained in such a manner as to permit monthly summarization

and organization into two basic groupings. First, the nonstop segment information which 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 T100 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 3663383, telephone no. 202 3664373). Joint-service operations are reported in Schedule T100 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 services.

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

FScheduled Passenger/Cargo.

GScheduled All-Cargo.

LNonscheduled Civilian Passenger/Cargo/
PNonscheduled Civilian Cargo.
NNonscheduled Military Passenger/Cargo.
RNonscheduled 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. Within each of the
service classifications, carriers shall report air transport traffic and
capacity elements. The elements are reported on segment and/or market
records as follows:

CodeDescriptionSegmentMarketComputed by DOT

Carrier, carrier entity codeSM

Reporting period dateSM

Origin airport codeSM

Destination airport codeSM

Service class codeSM

Aircraft type codeS

110Revenue passengers enplanedM

130Revenue passengers transportedS

140Revenue passenger-milesCFD*

210Revenue cargo tons enplanedCFD*

217Enplaned freightM

219Enplaned mailM

230Revenue tons transportedCFD*

237Transported freightS

239Transported mailS

240Revenue ton-milesCFD*

241Revenue ton-miles passengerCFD*

247Revenue ton-miles freightCFD*

249Revenue ton-miles mailCFD*

270Available capacity payloadS

280Available ton-milesCFD*

310Available seats, totalS

320Available seat-milesCFD*

410Revenue aircraft miles flownCFD*

430Revenue aircraft miles scheduledCFD*

501Inter-airport distanceCFD*

510 Revenue aircraft departures performedS

520 Revenue aircraft departures scheduledS

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 T100 and T100(f) data.

(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, Bureau of Transportation Statistics, DOT, K14, 1200 New Jersey Avenue, SE., Washington, DC 205900001.

(3) Service class code. The service class codes are prescribed in section 298.45(c). In general, classes are divided into two 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.

(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.

(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-milestotal. 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-milespassenger. 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-milesfreight. Equals the volume of freight in whole tons times the inter-airport distance.

(19) 249 Revenue ton-milesmail. 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.

(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 T100 data. Detailed domestic on-flight market and nonstop segment data in Schedule T100, 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 291.45 Instructions to U.S. Air Carriers for Reporting Traffic and Capacity Data on Schedule T100

(a) Format of reports (1) Automatic Data Processing (ADP) magnetic tape. Refer to paragraph (d) 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 T100 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 T100 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 (i) 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) Filing date for reports. The reports must be received at BTS within 30 days following the end of each reporting period.

(c) Address for filing. Data Administration Division, K14, Office of Airline Information, Bureau of Transportation Statistics, U.S. Department of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 205900001.

(d) 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.

(2) [Reserved]

(e) External tape label information. (1) Carrier name.

(2) Report date.

(3) File identification.

(4) Carrier address for return of tape reel.

(f) 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.

(g) Volume, header, and trailer label formats (1) Use standard IBM label formats. The file identifier field of the header labels should be

T100.SYSTEM.

(h) Magnetic tape record layouts for T100 (1) Nonstop segment record layout.

Field No.PositionsModeDescription

111TRecord type code (S = nonstop segment).

2265TCarrier entity code.

37126TReport date (YYYYMM).

413153TOrigin airport code.

516183TDestination airport code.

6191TService class code (F, G, L, N, P or R).

720234TAircraft type code.

824285NRevenue departures performed (F, G, L, N, P, R510).

9293810NAvailable capacity payload (lbs) (F, G, L, N, P, R270).

1039457NAvailable seats (F, L, N310).

1146527NPassengers transported (F, L, N130).

12536210NRev freight transported (F, G, L, N, P, R237) (in lbs).

13637210NRevenue mail transported (F, G, L, N, P, R239) (in lbs).

1473775NRevenue aircraft departures scheduled (F, G520).

15788710NRev hrs, ramp-to-ramp (F, G, L, N, P, R630) (in minutes).

16889710NRev hrs, airborne (F, G, L, N, P, R610) (in minutes).

T=Text.

N=Numeric.

(2) On-flight market record layout.

Field No.PositionsModeDescription

111TRecord type: M = on-flight market record.

2265TCarrier entity code.

37124TReport date (YYYYMM).

413153TOrigin airport code.

516183TDestination airport code.

6191TService class code (F, G, L, N, P or R).

720267NTotal passengers in market (F, L, N110).

8273610NRev freight in market (F, G, L, N, P, R217) (in lbs).

9374610NRevenue mail in market (F, G, L, N, P, R219) (in lbs).

T=Text.

N=numeric.

(i) 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, tabs 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 minidisk

files in this format.

(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 should be followed:

(i) Record type S = SEGMENT.DAT

(ii) Record type M = MARKET.DAT

[Doc. No. OST 984043, 67 FR 49227, July 30, 2002]

Subpart FEnforcement

top

291.50 Enforcement.

top

In case of any violation of any 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.

[60 FR 43526, Aug. 22, 1995]

Subpart GPublic Disclosure of Data

top

291.60 Public disclosure of data.

top

(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 T100 and Schedule T100(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. Further, the Department may release nonstop segment and on-flight market detail data by carrier 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 984043, 67 FR 49230, July 30, 2002]
