U. S. DEPARTMENT OF TRANSPORTATION

Research and Innovative Technology Administration

Bureau of Transportation Statistics –
Office of Airline Information

T-100 Traffic Reporting Guide

US DOT/RITA/BTS/OFFICE OF AIRLINE INFORMATION

T-100 Traffic Reporting Guide

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1

T100 Traffic Reporting – Overview

The T-100 "Air Carrier Traffic and Capacity Data by Non-Stop Segment and On-Flight Market" actually contains 5 reports. Two are provided by the U. S. Air Carriers – Non-Stop Segment data and On-Flight Market data. As of October 2002, T-1, T-2 and T-3 reports are calculated using the carrier's segment and market data.

Non-stop Segment and On-flight Market reports are not interchangeable.

Non-stop Segment data are every revenue departure between two points and what is carried between two points on that aircraft, for each departure including passengers, freight, and mail. This includes diversions, flag stops, tech-stops, emergency landings, etc. Segment data are not flight number driven and are referred to as "transported data".

Note: If an **intra-Alaska** carrier provides **all-cargo** service and sells a seat on an **all-cargo** configured aircraft, the service code "F" or "L" is used to identify that a passenger was on the aircraft. The carrier still reports the aircraft type as a "2" to signify the **all-cargo** aircraft.

On-flight Market data are passengers, freight, and mail enplaned between *those* two points regardless of the number of stops between the points. Market data are flight number driven. So, if your flight number changes, your market will terminate and a new market will begin. Market data are referred to as "enplanement data".

For one stop flights, the number of passengers reported would be the same for segment and market data.

Every passenger on a flight leaving an airport is a segment passenger, but some of these passengers may not be market passengers of that airport – if they boarded the flight at the up line airport.

System Market-Segment Comparisons

System Market data can NOT be greater than System Segment data

The system market data MUST be less than or equal to your system segment data. This comparison is true for origin airports. We DO NOT use origin and destination pairs to make this determination because for every segment origin and destination record, there may not be a corresponding market record with the same origin and destination, or there may be a corresponding market record with the same origin and destination but the information is greater than the segment data record.

If for any reason the market data are greater than the segment data for their entire system or at the origin airport the carrier will be contacted to correct the appropriate records.

Examples:

Flight # 1 JFK-ORD-LAX
Flight #2 JFK-LAX

Flight #1 Segments = JFK-ORD (10 JFK-ORD, 5 JFK-LAX), and
ORD-LAX, (6 ORD-LAX)
Flight #1 Markets = JFK-ORD = 10, ORD-LAX = 6, JFK-LAX = 5

Flight #2 Segment = JFK-LAX (50 to LAX)
Flight #2 Market = JFK-LAX = 50

The results of adding the totals by airport pairs are:

Segments:	***Markets:***
JFK-ORD= 15	JFK-ORD = 10
ORD-LAX = 11	**JFK-LAX = 55**
JFK-LAX = 50	ORD-LAX = 6

As you can see in the example above, the market pair data for JFK–LAX are greater than the segment pair data.

This is the reason why we use only the ORIGIN AIRPORT when validating the data. By using the origin airports only, we have a meaningful validation of the data.

Example:

JFK segment = 65
JFK market = 65

ORD segment = 11
ORD market = 6

By adding the **ORIGIN AIRPORT** for all like instances in both the segment and market data, we can verify that the data are reasonable.

If the totals for the market **ORIGIN AIRPORTS** are greater than the segment **ORIGIN AIRPORTS**, the carrier is contacted and asked to correct the appropriate records and/or fields.

****** Please Note ******

For information on U.S. DoT Data Entry Software available for Reporting T100 data and File & Record Descriptions, Please refer to Chapter 8.

Chapter

2

T100 Traffic Reporting –

Service Classes and Entity Reporting

Beginning with October 2002 T100 Traffic Data …

The Office of Airline Information collects Market and Segment data from reporting Carriers by the following Service Class codes:

- from U.S. & Foreign Carriers: **F, G, L, P**
- from U.S. Carriers: **N, R**
- from Foreign Carriers: **Q**

The regulations define the service classes to be reported as:

F - Schedule Passenger Service
(includes Freight/Mail in the Belly)
G - Scheduled ALL Cargo Service
(NO Passengers)
L - Non-Scheduled Passenger Service
(includes Freight/Mail in the Belly)
N - Non-Scheduled Military Passenger Service by U.S. Carriers
(includes Freight/Mail in the Belly)
P - Non-Scheduled ALL Cargo Service
(NO Passengers)
R - Non-Scheduled Military ALL Cargo Service by U.S. Carriers
(NO Passengers)
Q - Non-Scheduled Services by Foreign Carriers
(Other than Charter)

The following ***U.S. Carrier*** data products are created:

- **T1** - US Air Carriers Traffic Schedule Data
- **T2** - US Air Carriers Traffic & Capacity Data, summarized by Aircraft Type
- **T3** - US Air Carriers Airport Activity Statistics Data

OAI includes and/or calculates the following Service Classes in the T1, T2, and T3 products:

Z - ALL U.S. Carrier Services (K+V)
(calculated for the T1 & T2)

K - Scheduled U.S. Carrier Service (F+G)
(calculated for the T1, T2 & T3)

F - Schedule Passenger Service –
includes Freight/Mail in the Belly (T1 & T2)
G - Scheduled ALL Cargo Service –
NO Passengers (T1 & T2)

V - Non-Scheduled U.S. Carrier Service (L+N+P+R)
(calculated for the T1, T2 & T3)

L - Non-Scheduled Passenger Service –
includes Freight/Mail in the Belly (T1)
N - Non-Scheduled Military Passenger Service –
includes Freight/Mail in the Belly (T1)
P - Non-Scheduled ALL Cargo Service –
NO Passengers (T1)
R - Non-Scheduled Military ALL Cargo Service –
NO Passengers (T1)

Filing Requirements for Scheduled Service

"Scheduled Service" is defined as …

Transport Service operated pursuant to a ***Published Flight Schedule -*** *advertised and available to the general public.*

Entity Reporting for Scheduled Service

Each Carrier is assigned a unique 5 character Entity Code. This code is assigned by the U.S. Department of Transportation's Office of Airline Information to denote a carrier's operating entity.

For Scheduled Service, the following reporting operating entities are assigned:

- DOMESTIC
- ATLANTIC
- LATIN
- PACIFIC

Carriers that operate scheduled service to and from Canada are to report this service under their Domestic Entity Code.

US US FOREIGN
POINT A----------POINT B----------POINT C

Point A to Point B segment report as domestic
Point B to Point C segment report as international
Point A to Point B market report as domestic
Point A to Point C market report as international
Point B to Point C market report as international

Reporting Service Class Codes for Scheduled Service

Domestic:

"F" = Scheduled Passenger/Cargo Service
Can include Freight/Mail in the belly

"G" = Scheduled ALL- Cargo Service
Freight/Mail ONLY – NO Passengers

International - ATLANTIC, LATIN, PACIFIC:

"F" = Scheduled Passenger/Cargo Service
Can include Freight/Mail in the belly

"G" = Scheduled ALL- Cargo Service
Freight/Mail ONLY – NO Passengers

From this reported scheduled data, OAI *calculates* …

Total Scheduled service: **"K"** = "F" + "G"

OAI also calculates …

Total Nonscheduled service: **"V"** = "L" + "N" + "P" + "R"
… *and* …
Total of all services: **"Z"** = "K" + "V"

The above calculated service classes can be found on the BTS website at www.transtats.bts.gov.

Filing Requirements for Nonscheduled Service

"Nonscheduled Service" is defined as …

Revenue Flights, such as ***Charter*** *that are NOT operated in regular scheduled service.* ***Charter*** *service and* ***Nonscheduled*** *service are the same.*

Entity Reporting for Nonscheduled Service

Each Carrier is assigned a unique 5 character Entity Code. This code is assigned by the U.S. Department of Transportation's Office of Airline Information to denote a carrier's operating entity.

For Nonscheduled Service, the following reporting operating entities are assigned:

- DOMESTIC
- INTERNATIONAL

Charter/Nonscheduled carriers that operate to and from Canada are to report this service under their International Entity.

US US FOREIGN
POINT A----------POINT B----------POINT C

Point A to Point B segment report as domestic
Point B to Point C segment report as international
Point A to Point B market report as domestic
Point A to Point C market report as international
Point B to Point C market report as international

NOTE:
If no passengers are deplaned at "B", the entire flight may be reported as international, especially if no one enplanes or deplanes at "B"; or, if passengers are enplaned at "A" and "B" and deplaned at "C". If the Carrier ONLY has a Domestic Entity, report under the Domestic Entity.

Reporting Service Class Codes for Nonscheduled Service

Domestic:

"L" = Nonscheduled Passenger/Cargo Service
Can include Freight/Mail in the belly

"P" = Nonscheduled ALL – Cargo Service
Freight/Mail ONLY – NO Passengers

International:

"L" = Nonscheduled Passenger/Cargo Service
Can include Freight/Mail in the belly

"P" = Nonscheduled ALL – Cargo Service
Freight/Mail ONLY – NO Passengers

From this reported nonscheduled *nonmilitary* data, along with nonscheduled Military service, OAI *calculates* …

Total Nonscheduled service: **"V"** = "L" + "N" + "P" + "R"

OAI also calculates …

Total Scheduled service: **"K"** = "F" + "G"
… *and* …
Total of all services: **"Z"** = "K" + "V"

The above calculated service classes can be found on the BTS website at www.transtats.bts.gov.

Filing Requirements for Nonscheduled Service, Military

"Nonscheduled Service" is defined as …

Revenue Flights, such as ***Charter*** *that are NOT operated in regular scheduled service.* ***Charter*** *service and* ***Nonscheduled*** *service are the same.*

Entity Reporting for Nonscheduled Military Service

Each Carrier is assigned a unique 5 character Entity Code. This code is assigned by the U.S. Department of Transportation's Office of Airline Information to denote a carrier's operating entity.

For Nonscheduled Military Service, the following reporting operating entities are assigned:

- DOMESTIC
- INTERNATIONAL

Charter/Nonscheduled carriers that operate to and from Canada are to report this service under their International Entity.

US POINT A----------US POINT B----------FOREIGN POINT C

Point A to Point B segment report as domestic
Point B to Point C segment report as international
Point A to Point B market report as domestic
Point A to Point C market report as international
Point B to Point C market report as international

NOTE:
If no passengers are deplaned at "B", the entire flight may be reported as international, especially if no one enplanes or deplanes at "B"; or, if passengers are enplaned at "A" and "B" and deplaned at "C". If the Carrier ONLY has a Domestic Entity, report under the Domestic Entity.

Reporting Service Class Codes for Nonscheduled Service, Military

Domestic:

"N" = Nonscheduled Military Passenger/Cargo Service
Can include Freight/Mail in the belly

"R" = Nonscheduled Military ALL – Cargo Service
Freight/Mail ONLY – NO Passengers

International:

"N" = Nonscheduled Military Passenger/Cargo Service
Can include Freight/Mail in the belly

"R" = Nonscheduled Military ALL – Cargo Service
Freight/Mail ONLY – NO Passengers

From this reported nonscheduled Military data, along with nonscheduled *nonmilitary* service, OAI *calculates* …

Total Nonscheduled service: **"V"** = "L" + "N" + "P" + "R"

OAI also calculates …

Total Scheduled service: **"K"** = "F" + "G"
… *and* …
Total of all services: **"Z"** = "K" + "V"

The above calculated service classes can be found on the BTS website at www.transtats.bts.gov.

Chapter

3

T100 Traffic Reporting – Data Elements

Non-Stop Segment Data Elements

The following is a list of data elements required for segment reporting:

DATA TYPE – Indicates the type of record ("S" = segment)

CARRIER ENTITY – A unique 5 digit code assigned by the DOT which denotes a carrier's operating entity

DATA DATE – YYYYMM

ORIGIN – 3 letter OAG airport code.

DESTINATION - 3 letter OAG airport code.

SERVICE CLASS

AIRCRAFT TYPE – Use DOT assigned aircraft codes, last digit denotes aircraft configuration.

1 = pax/cargo
2 = all cargo
3 = convertible/quick change
4 = amphibious/water landing

REVENUE AIRCRAFT DEPARTURES PERFORMED – Number of departures actually performed.

AVAILABLE CAPACITY/PAYLOAD – Aircraft payload capacity reported in pounds. Please remember this includes, seating capacity plus belly space for freight/mail.

AVAILABLE SEATS – Aircraft seating capacity, (number of seats for sale).

REVENUE PASSENGERS TRANSPORTED – Total number of passengers transported over this segment.

REVENUE FREIGHT TRANSPORTED – Total pounds of freight transported over this segment.

REVENUE MAIL TRANSPORTED – Total pounds of mail transported over this segment.

DEPARTURES SCHEDULED – Number of departures scheduled for this segment per CRS or OAG.

> *Note: This field will be zero when reporting charter/nonscheduled service, since these departures are not scheduled.* ***For Alaskan Air carriers this field will always be zero.***

RAMP TO RAMP/BLOCK HOURS - Reported in minutes.

AIRBORNE HOURS – Wheels off to wheels on, reported in minutes.

****** Reminder ******

Segment data are reported exactly how the aircraft flies and what is **transported** on that aircraft between two points. This is to include any diversions due to weather, maintenance, medical emergencies, any flag stops or tech-stops, etc.

NOTE: Segment data are additive; that is; segments are added together if they have the same data date, origin, destination, service class and aircraft type. This form is the source for the DOT to calculate RPM'S, ASM'S, RTM'S, ATM'S, ASM'S, Departures Performed, Passengers transported for the DOT, FAA, etc.

****** For Reporting File & Record Descriptions Refer to Chapter 8 ******

On-Flight Market Data Elements

The following is a list of data elements required for Market reporting:

DATA TYPE – Indicates the type of record ("M" = market)

CARRIER ENTITY – A unique 5 digit entity code assigned by the DOT which denotes a carrier's operating entity.

DATA DATE – YYYYMM

ORIGIN – 3 letter OAG airport code.

DESTINATION – 3 letter OAG airport code.

SERVICE CLASS

REVENUE PASSENGERS IN MARKET – Total number of passengers enplaned at origin and deplaned at destination.

REVENUE FREIGHT IN MARKET – Total pounds of freight enplaned at origin and deplaned at destination.

REVENUE MAIL IN MARKET – Total pounds of mail enplaned at origin and deplaned at destination.

****** Reminder ******

On-flight Market data will report passengers, freight/mail enplaned between *those* two points. Market data are flight number driven. So, if your flight number changes, your market will terminate and a new market will begin. Market data are referred to as "enplanement data".

Market data are additive; that is; markets are added together if they have the same origin, destination and service class. (This means market data from all aircraft types; one stop and multiple stops flights can be added together.)

NOTE: This form is the source of "ENPLANEMENTS" used by the DOT, FAA, etc.

****** For Reporting File & Record Descriptions Refer to Chapter 8 ******

Chapter

4

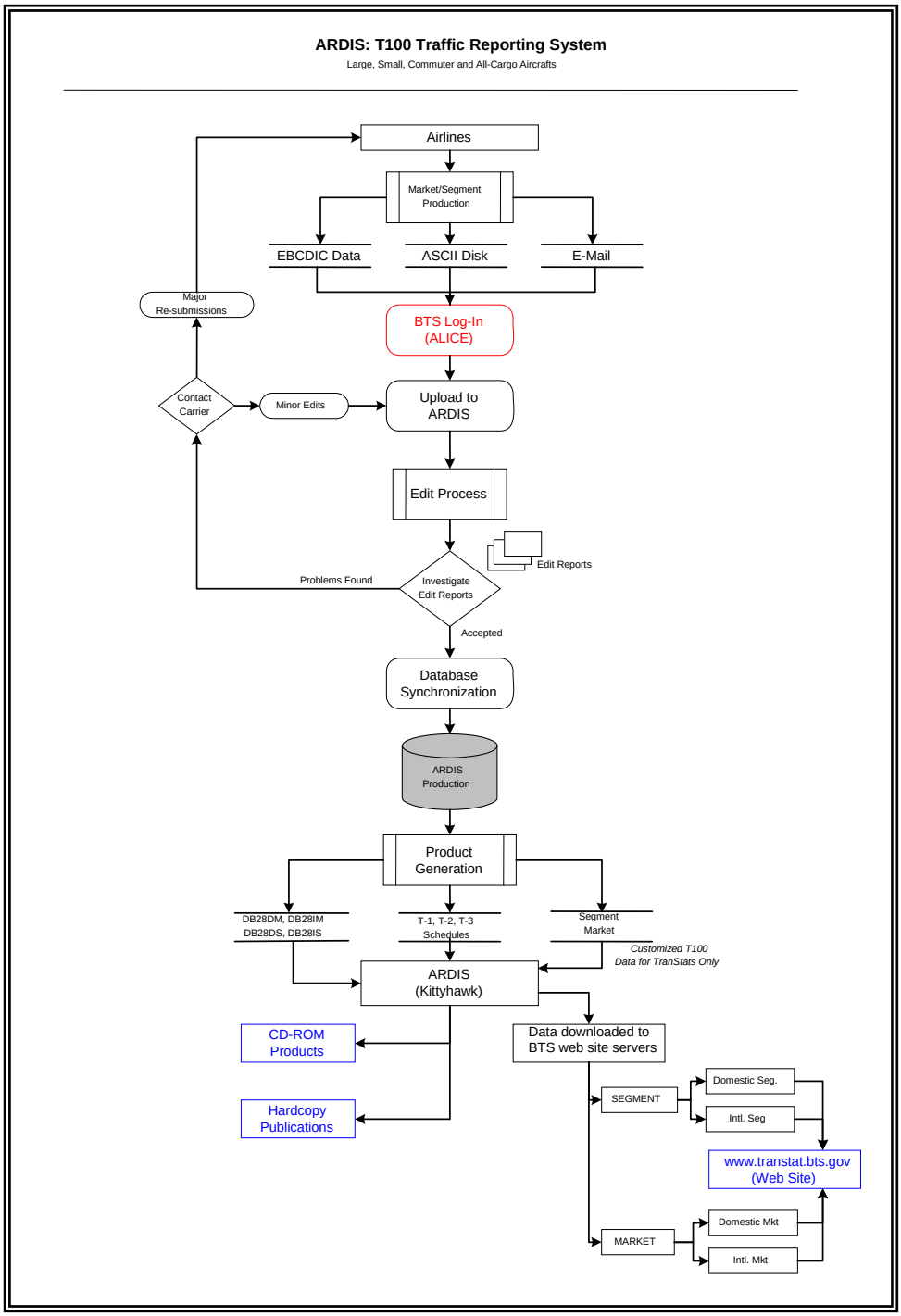
T100 Traffic Reporting – Data Validation

The Airline Reporting & Data Information System

The Office of Airline Information (OAI) receives over **165** individual T100 submissions from reporting carriers each month. The data is entered into the "Airline Reporting and Data Information System (ARDIS) where it is validated. OAI reviews the T100 validation reports for any problems. OAI contacts the carriers when reporting problems are found. Some minor errors are corrected by OAI – *with the approval of the carrier* – such as reporting dates and airport codes. For those reports where the errors are not minor, a more extensive review by the carrier is required. It is then that OAI will ask a carrier for a re-submission of the entire report. OAI is always available to offer assistance to carriers who are unsure about the reporting requirements.

Monthly and quarterly, OAI uses the T100 data, to generate various products that are distributed to other government agencies, and subscribers of the data. The data is also made available to the general public, over the internet at www.transtats.bts.gov.

T100 Traffic Reporting System Flowchart



Error Messages for Non-Stop Segment Data

The "No. of Error Records" shown on the sample Non-Stop Segment data validation report on the next page, is derived from the following list of edit checks. These checks are performed on every non-stop segment record. If one of these checks fails, a record is printed out with the error code printed above the corresponding data field. It does not necessarily mean that there is an error, but that individual attention must be given to this item to determine is any action is required.

1: RECORD TYPE (SCHEDULE CODE IS INCORRECT)
2: CARRIER ENTITY CODE IS NOT ON CARRIER DECODE FILE
3: DATE IS NOT EQUAL TO CONTROL DATE OR IS NOT NUMERIC
4: AIRPORT IS EITHER NOT ALPHABETIC OR NOT ON OAG-NAMES FILE
5: SERVICE CLASS IS NOT ON SERVICE CLASS FILE
6: AIRCRAFT TYPE IS INVALID
7: FIELD IS NONNUMERIC OR CONTAINS AN INVALID NUMBER
8: AVAILABLE CAPACITY LESS THAN WEIGHT TRANSPORTED
9: TRANSPORTED PASSENGERS EXCEEDS AVAILABLE SEATS FOR CLASS
10: AIRCRAFT HOURS RAMP TO RAMP NOT GREATER THAN AIRBORNE
11: SERVICE CLASS AND CABIN CONFIGURATION DO NOT AGREE
12: THERE IS PASSENGER INFORMATION IN AN ALL CARGO FLIGHT
13: CARGO FLIGHT HAS NO FREIGHT OR MAIL TRANSPORTED
14: REPORTED CAPACITY OF AIRCRAFT EXCEEDS VALUES FOR TYPE
15: TRANSPORTED WEIGHT EXCEEDS AVAILABLE CAPACITY
16: PASSENGER SERVICE CLASS AND AIRCRAFT CABIN CONFIGURATION DO NOT AGREE
17: AVAILABLE SEATS EQUALS ZERO FOR PASSENGER FLIGHT
18: TRANSPORTED PASSENGERS EQUALS ZERO FOR PASSENGER FLIGHT
19: CALCULATED AVAILABLE SEATS OUTSIDE OF TABLE VALUES
20: CALCULATED AIRCRAFT SPEED OUTSIDE OF TABLE VALUES
21: MORE THAN 1 VALID ENTRY FOR AIRPORT
22 SERVICE CLASS = F/L AND CONFIG = "2" CANNOT SELL MORE THAN 1 SEAT

Sample Validation Report for Non-Stop Segment Data

Segment Report
No. of Records: 409
No. of Error Records: 23

33.	S	06790	200311	ATL	ATL	F	6941	2	75438	348	0	0	20	
	156	0	0	0	0	2	138	80						
39.	S	06790	200311	ATL	PHX	F	6941	37719	156	143	0	0	20	
	0	0	0	0	0	1	255	231						
44.	S	06790	200311	BDL	BDL	P	7152	1	53454	0	0	0	20	
	0	0	0	0	0	0	10	10						
131.	S	06790	200311	DFW	DFW	L	6171	1	30176	189	0	0	20	
	0	0	0	0	0	0	0	0						
132.	S	06790	200311	DFW	IAH	L	6171	1	8 30176	189	0	0		
	164	0	0	0	0	0	98	69						
147.	S	06790	200311	HOU	PIT	L	6171	1	8 30176	170	0	0		
	166	0	0	0	0	0	165	140						
172.	S	06790	200311	LAS	CLE	L	6171	1	8 30176	170	0	0		
	158	0	0	0	0	0	220	195						
173.	S	06790	200311	LAS	LAS	F	6941	1	37719	174	0	0	20	
	0	0	0	0	0	1	10	0						
180.	S	06790	200311	LAX	ATL	F	6941	226314	9432	6920	0	0	20	
	0	0	0	0	0	60	14314	12826						

Error Messages for On-Flight Market Data

The "No. of Error Records" shown on the sample On-Flight Market data validation report here below, is derived from the following list of edit checks. These checks are performed on every on-flight market record. If one of these checks fails, a record is printed out with the error code printed above the corresponding data field. It does not necessarily mean that there is an error, but that individual attention must be given to this item to determine is any action is required.

1: RECORD TYPE (SCHEDULE CODE IS INCORRECT)
2: CARRIER ENTITY CODE IS NOT ON CARRIER DECODE FILE
3: DATE IS NOT EQUAL TO CONTROL DATE OR IS NOT NUMERIC
4: AIRPORT IS EITHER NOT ALPHABETIC OR NOT ON OAG-NAMES FILE
5: SERVICE CLASS IS NOT ON SERVICE CLASS FILE
6: FIELD IS NONNUMERIC OR CONTAINS AN INVALID NUMBER
7: THERE IS PASSENGER INFORMATION IN AN ALL CARGO FLIGHT
8: CARGO FLIGHT HAS NO FREIGHT OR MAIL TRANSPORTED
9: ENPLANED PASSENGERS EQUALS ZERO FOR PASSENGER FLIGHT

Sample Validation Report for On-Flight Market Data

```
Market Report
No. of Records: 303
No. of Error Records: 3

                              4
  23. M  06790  200311 ACY  ZZZ  L  112      0        0        0        0

                              4
 186. M  06790  200311 ORH  ZZZ  L  51       0        0        0        0

                         4
 257. M  06790  200311 ZZZ  ACY  L  193      0        0        0        0
```

Please Note: ZZZ airport code can be used by any carrier with a non-scheduled service class; L, P; at an undefined point.

Chapter

5

T100 Traffic Reporting – Calculations

As of October 2002, T-1, T-2 and T-3 reports are calculated using the carrier's segment and market data:

T-1 is calculated monthly using the segment and market reports. This report is also used to publish the Greenbook, "Air Carrier Traffic Statistics – Monthly". The following accounts are used for this report:

110 – TOTAL REVENUE PASSENGERS ENPLANED
140 – RPM'S
240 – TOTAL RTM'S
241 – TOTAL RTM'S PASSENGERS
247 – RTM'S FREIGHT
249 – RTM'S MAIL
280 – ATM'S
320 – ASM'S
410 – REVENUE AIRCRAFT MILES FLOWN (STATUTE)
510 – REVENUE AIRCRAFT DEPARTURES PERFORMED
610 – REVENUE AIRBORNE HOURS (AIRBORNE HOURS)
630 – AIRCRAFT HOURS (RAMP TO RAMP)

T-2 is calculated quarterly, by aircraft type. The following accounts are used for this report:

V510 – NON-SCHEDULED AIRCRAFT DEPARTURES
140 – RPM'S
320 – ASM'S
240 – TOTAL RTM'S
241 – TOTAL RTM'S PASSENGERS
247 – RTM'S FREIGHT
249 – RTM'S MAIL
280 – ATM'S
410 – REVENUE AIRCRAFT MILES FLOWN (STATUTE)
Z510 – TOTAL AIRCRAFT DEPARTURES PERFORMED
610 – REVENUE AIRBORNE HOURS (calculated in hours)
630 – TOTAL RAMP HOURS (calculated in hours)
650 – TOTAL AIRBORNE HOURS (calculated in hours and include non-revenue time)
810 – AIRCRAFT DAYS
921 – FUEL ISSUED IN GALLONS (data reported on the Form 41 Financials)

T-3 is calculated quarterly, by Origin Airport. The following accounts are used for this report:

110 – REVENUEPASSENGERS ENPLANED
510 – REVENUE AIRCRAFT DEPARTURES PERFORMED
520 – REVENUE AIRCRAFT DEPARTURES SCHEDULED
217 – FEIGHT ENPLANED IN TONS
219 – MAIL ENPLANED IN TONS

REVENUE AIRCRAFT HOURS (AIRBORNE)

This statistics shows the total aircraft hours flown. The elapsed time is computed from the time the aircraft leaves the ground, (wheels off), until it touches the ground, (wheels on), at the end of each segment, then added for all like segments.

REVENUE AIRCRAFT HOURS (RAMP TO RAMP)

This statistics shows the total ramp to ramp, (block time), aircraft hours flown. This elapsed time is computed from the time the aircraft leaves the gate, (push back), until it comes to a complete stop at the arrival gate at the end of each segment, then added for all like segments. This time will include your airborne time.

REVENUE AIRCRAFT DEPARTURES PERFORMED

Total number of take-offs actually performed in revenue service.

REVENUE AIRCRAFT MILES FLOWN

This statistic shows the total revenue aircraft miles flown measured in ***Statute*** miles. In cases of diverted flights, use the actual airport to airport distance.

Revenue Aircraft Miles Flown Example:

XYZ Airlines operated an ANC-BIG-CLF-LIV-ANC routing. Total departures for the segment multiplied by the airport-to-airport distance of the segments equal aircraft miles flown for that segment. Add all segments aircraft miles flown to obtain total aircraft miles flown.

Segment	Total Departures		Airport-to-Airport dist.		Miles Flown
ANC-BIG	66	X	238	=	15,708
BIG-CLF	66	X	105	=	6,930
CLF-LIV	66	X	87	=	5,742
LIV-ANC	66	X	305	=	20,130
Total Departures = 264					
TOTAL Aircraft Miles Flown				=	48,510

REVENUE PASSENGER MILES (RPM'S)

This statistic shows the total number of miles that all revenue passengers were transported by the airline.

Example:

XYZ Airlines operated an ANC-BIG-CLF-LIV-ANC routing.

Compute revenue passenger miles (RPM's) using a non-stop segment approach. The number of passengers carried on a segment, multiplied by the airport-to-airport distance of the segment, equals RPM'S for that segment. Add all segment RPM'S to compute your total RPM'S.

Segment	Total Passengers		Airport-to-Airport dist.		RPM'S
ANC-BIG	215	X	238	=	51,170
BIG-CLF	438	X	105	=	45,990
CLF-LIV	260	X	87	=	22,620
LIV-ANC	511	X	305	=	155,855
TOTAL RPM'S				=	275,635

AVAILABLE SEAT MILES (ASM'S)

This statistics shows total available seat miles flown in passenger service and is computed by taking the aircraft miles flown on each segment multiplied by the number of seats available for revenue use on that segment.

Available seats are installed seats in an aircraft exclusive of any seat not offered for sale to the public by the carrier.

If a carrier chooses to fill empty seats in the cabin with cargo, those seats are still counted as available seats for passenger service if those seats were available for sale to passengers.

If a carrier blocks off seats for cargo use and those seats are not offered for passenger sale, then those seats are excluded from the count of available seats.

Available Seat Miles (ASM's) Example:

XYZ Airlines' ANC-BIG-CLF-LIV-ANC Routing

Segment	A/C type	Avail seats		Tot Depts	Miles	ASM's
ANC-BIG	PA-31	8	X	24 X	238	45,696
ANC-BIG	DHC-3	15	X	42 X	238	149,940
BIG-CLF	PA-31	8	X	24 X	105	20,160
BIG-CLF	DHC-3	15	X	42 X	105	66,150
CLF-LIV	PA-31	8	X	24 X	87	16,704
CLF-LIV	DHC-3	15	X	42 X	87	54,180
LIV-ANC	PA-31	8	X	24 X	305	58,560
LIV-ANC	DHC-3	15	X	42 X	305	192,150
TOTAL ASM'S						603,540

REVENUE TON MILES (RTM'S)

This statistic shows the total number of revenue ton miles flown in passenger/cargo service. A revenue ton mile is one ton of revenue traffic, (passengers, freight, mail), transported one statue mile. RTM's are computed by first multiplying the aircraft miles flown on each segment by the number of pounds of revenue traffic carried on that flight segment to obtain revenue pound miles. Revenue pound miles are divided by 2,000 (a short ton), to compute revenue ton miles. For passengers and their baggage, a standard weight of 200 pounds per passenger is used.

Example 1:

Using XYZ Airlines' ANC-BIG-CLF-LIV-ANC routing, XYZ Airlines' carried passengers, freight and mail.

Segment	Total PAX			Total PAX Weight		Total Freight/Mail		Total Payload		Miles	Rev Miles (lbs)
ANC-BIG	215	X 200	=	43,000	+	36,790	=	79,790	X	238	18,752,020
BIG-CLF	438	X 200	=	87,600	+	8,350	=	95,950	X	105	10,074,750
CLF-LIV	260	X 200	=	52,000	+	24,100	=	76,100	X	87	6,620,700
LIV-ANC	511	X 200	=	102,200	+	500	=	102,700	X	305	31,323,500
											67,008,970

RTM'S = 33,504 (67,008,970 pounds divided by 2,000, a short ton)

Example 2:

Using XYZ Airlines' ANC-BIG-CLF-LIV-ANC routing. XYZ Airlines' carried NO freight and mail.

When no freight or mail is carried, take the RPM's reported on the previous page and divide by 10. This is a simple way of saying that revenue passenger miles multiplied by 200, (for the standard passenger weight), and divided by 2,000, (a short ton to convert to tons), equal RTM's.

For example, 275,635 RPM's divided by 10 equals 27,564 RTM's.

AVAILABLE TON MILES (ATM'S)

This statistics is computed by multiplying the aircraft miles flown on each segment multiplied by the number of pounds for aircraft capacity available for use on that segment to obtain revenue pound miles available. Total revenue pound miles available are divided by 2,000, (a short ton), to compute available ton miles, (ATM'S).

Example: XYZ Airlines' ANC-BIG-CLF-LIV-ANC Routing

Segment	A/C type	Available Capacity		Total Departures		Miles		Available Miles (lbs)
ANC-BIG	PA-31	1,700	X	24	X	238	=	9,710,400
ANC-BIG	DHC-3	3,100	X	42	X	238	=	30,987,600
BIG-CLF	PA-31	1,700	X	24	X	105	=	4,284,000
BIG-CLF	DHC-3	3,100	X	42	X	105	=	13,671,000
CLF-LIV	PA-31	1,700	X	24	X	87	=	3,549,600
CLF-LIV	DHC-3	3,100	X	42	X	87	=	11,327,400
LIV-ANC	PA-31	1,700	X	24	X	305	=	12,444,000
LIV-ANC	DHC-3	3,100	X	42	X	305	=	39,711,000
								125,685,000

ATM'S 62,843 (125,685,000 pound miles divided by 2,000, a short ton)

Chapter

6

T100 Traffic Reporting – Business Rules

Business Rules – Segment Data

In preparation for the validation process, the segment data, that is reported by the carriers, is reformatted and tab-delimited when copied to OAI's WORK directory.

Field Number	Description
1.	Data Type
2.	Carrier Code
3.	Entity
4.	Data Date (YearMonth)
5.	Origin Airport
6.	Destination Airport
7.	Service Class
8.	Aircraft (Aircraft Type + Cabin Configuration)[1]
9.	Rev. Departures performed (510)
10.	Available capacity payload (270)
11.	Available Passengers (310)
12.	*- First Class (kept for historic purposes only)*
13.	*- Coach Class (kept for historic purposes only)*
14.	Revenue Passengers Enplaned (130)
15.	*- First Class (kept for historic purposes only)*
16.	*- Coach Class (kept for historic purposes only)*
17.	Revenue Freight Transported (237)
18.	Revenue Mail Transported (239)
19.	Scheduled Departures (520)
20.	Revenue Hours – Ramp (630)
21.	Revenue Hours – Airborne (610)

[1] The Aircraft field is a four (4) digit field, the first three (3) digits are the Aircraft Type and last one is the Cabin Configuration.

Segment Data Checks:

1) DATA TYPE (SCHEDULE CODE IS INCORRECT)

    If the schedule field is not = 'S'

2) CARRIER ENTITY CODE IS NOT ON CARRIER DECODE FILE

    If the Entity Code doesn't exist in the CARDECODE table, or doesn't match the entry in the CARDECODE table for the given Carrier Code, Year and Month

3) DATE IS NOT EQUAL TO CONTROL DATE OR IS NOT NUMERIC

    If the date in the row doesn't match the year and month being processed

4) AIRPORT IS EITHER NOT ALPHABETIC OR NOT ON OAG-NAMES FILE

    If either the Origin or Destination airports are not in the Airports table

5) SERVICE CLASS IS NOT ON SERVICE CLASS FILE

    If the Service Class field is not one of F, G, L, P, N, R, Q

6) AIRCRAFT TYPE IS INVALID

    If the Aircraft Type (the first three digits in the Aircraft field) doesn't exist in the ACTYPE table

7) FIELD IS NONNUMERIC OR CONTAINS AN INVALID NUMBER

    If the field, defined as numeric, contains a nonnumeric or negative number

8) AVAILABLE CAPACITY LESS THAN WEIGHT TRANSPORTED

If Available capacity payload < Total Carried

Total Carried = (Revenue Passengers Enplaned + Revenue Passengers Enplaned - First Class + Revenue Passengers Enplaned – Coach Class) * 200) + Revenue Freight Transported + Revenue Mail Transported

9) TRANSPORTED PASSENGERS EXCEEDS AVAILALBE SEATS FOR CLASS

IF Service Class is 'F' OR 'L'
AND
Revenue Passengers Enplaned > Available Passengers
OR
Revenue Passengers Enplaned - First Class > Available Passengers - First Class
OR
Revenue Passengers Enplaned - Coach Class > Available Passengers - Coach Class

10) AIRCRAFT HOURS RAMP TO RAMP NOT GREATER THAN AIRBORNE

If Revenue Hours – Airborne is greater than Revenue Hours – Ramp

11) SERVICE CLASS AND CABIN CONFIGURATION DO NOT AGREE

If CabinConf is '1' OR '3' AND (Service Class is 'P' OR 'Q')
OR
If Cabin Configuration is greater than '4' OR is equal to '0'

12) THERE IS PASSENGER INFORMATION IN AN ALL CARGO FLIGHT

If Total Passengers IS GREATER THAN '0' AND Service Class is G, P, or Q
Total Passengers = Revenue Passengers Enplaned + Revenue Passengers Enplaned – First Class + Revenue Passengers Enplaned – Coach Class

13) CARGO FLIGHT HAS NO FREIGHT OR MAIL TRANSPORTED

If Total Freight IS '0' AND Service Class is G, P, or Q
Total Freight = Revenue Freight Transported + Revenue Mail Transported

14) REPORTED CAPACITY OF AIRCRAFT EXCEEDS VALUES FOR TYPE

Capacity exceeds the maximum value obtained from the Aircraft Type table (ACTYPE)

15) TRANSPORTED WEIGHT EXCEEDS AVAILABLE CAPACITY

If Total Carried > Available capacity payload

Total Carried = (Revenue Passengers Enplaned + Revenue Passengers Enplaned - First Class + Revenue Passengers Enplaned – Coach Class) * 200) + Revenue Freight Transported + Revenue Mail Transported

16) PASSENGER SERVICE CLASS AND AIRCRAFT CABIN CONF. DO NOT AGREE

If the Service Class is F (Passenger), the Cabin Conf cannot be 2

17) AVAILABLE SEATS EQUALS ZERO FOR PASSENGER FLIGHT

For Service Class F, Available Seats cannot be zero.

18) TRANSPORTED PASSENGERS EQUALS ZERO FOR PASSENGER FLIGHT

For Service Class F, Transported Passengers cannot be zero.

19) CALCULATED AVAILABLE SEATS OUTSIDE OF TABLE VALUES

Available Seats / # of Departures is outside the range provided in the Aircraft Type table (ACTYPE)

20) CALCULATED AIRCRAFT SPEED OUTSIDE OF TABLE VALUES

If Speed is 125% GREATER THAN the speed in the ACTYPE table

If Revenue Hours – Airborne IS EQUAL TO 0 OR
Rev. Departures performed IS EQUAL TO 0
THEN Speed = 0
ELSE
Speed = Distance/ (Revenue Hours Airborne / (60 * Rev. Departures performed)) # Distance / Airborne Min.

21) MORE THAN 1 VALID ENTRIES FOR AIRPORT

In the Airports table, there is more than 1 valid entry for a given airport.

22) SERVICE CLASS = F/L AND CONFIG = "2" CANNOT SELL MORE THAN 1 SEAT

If Service Class F/L and Cabin Configuration "2", #PAX must be less than or equal #Departures

Business Rules – Market Data

In preparation for the validation process, the market data, that is reported by the carriers, is reformatted and tab-delimited when copied to OAI's WORK directory.

Field Number	Description
1.	Data Type
2.	Carrier Code
3.	Carrier Entity (5 digit code)
4.	Data Date
5.	Origin Airport
6.	Destination Airport
7.	Service Class
8.	Passengers in Market (# of passengers enplaned & deplaned) (110)
9.	*- First Class (kept for historic purposes only)*
10.	*- Coach Class (kept for historic purposes only)*
11.	Freight in Market (217)
12.	Mail in Market (219)

Market Data Checks:

1) DATA TYPE (SCHEDULE CODE IS INCORRECT)

If the schedule field is not = 'M'

2) CARRIER ENTITY CODE IS NOT ON CARRIER DECODE FILE

If the EntityCode doesn't exist in the Cardecode table, or doesn't match the entry in Cardecode for the given Carrier Code, Year and Month

3) DATE IS NOT EQUAL TO CONTROL DATE OR IS NOT NUMERIC

If the date in the row doesn't match the year and month being processed

4) AIRPORT IS EITHER NOT ALPHABETIC OR NOT ON OAG-NAMES FILE

If either the Origin or Destination airports are not in the Airports table

5) SERVICE CLASS IS NOT ON SERVICE CLASS FILE

IF the ServiceClass field is not one of F, L, G, P, Q

6) FIELD IS NONNUMERIC OR CONTAINS AN INVALID NUMBER

If the field contains a negative number

7) THERE IS PASSENGER INFORMATION IN AN ALL CARGO FLIGHT

If Total Passengers IS GREATER THAN '0' AND Service Class is G, P, or Q

Total Passengers = Passengers in Market + Passengers in Market – First Class + Passengers in Market – Coach Class

8) CARGO FLIGHT HAS NO FREIGHT OR MAIL TRANSPORTED

If Total Freight IS '0' AND Service Class is G, P, or Q
Total Freight = Freight in Market + Mail in Market

9) ENPLANED PASSENGERS EQUALS ZERO FOR PASSENGER FLIGHT

For Service Class F, the Enplaned Passengers cannot be zero.

Chapter

7

T100 Traffic Reporting – Terms and Definitions

Aircraft Capacity/Payload
Available capacity/payload is collected in pounds. It reflects the payload or total available capacity for any load applicable for the aircraft and for each segment.

Aircraft Type
A distinctive model as designated by the manufacturer. DOT uses a 3 digit code to identify aircraft types.

Airport Code
The official 3 letter OAG code issued for that airport

Airport-to-Airport distance
The great circle distance between airports, measured in statue miles, (5280 feet), Please use DOT official mileage.

Cargo/Freight
All traffic other than passengers or mail. Excess baggage is not cargo/freight.

Cargo/Freight Transported
Cargo/freight on board each segment.

Carrier Entity Code

A five digit code assigned by DOT that identifies the carrier and its geographic entity.

Departures Performed
A takeoff made at an airport

Departures Scheduled
A takeoff scheduled at an airport, as set forth in published schedules.

Deplaned
The number of passengers and pounds of freight and/or mail unloaded from and aircraft.

Domestic
Encompasses operations within and between the 50 States, DC, Puerto Rico, and the U. S. Virgin Islands.

Enplaned
The number of passengers, freight and/or mail boarded on an aircraft at the origin of the flight, boarding that flight for the first time.

Entity
Refers to the geographic location designation prescribed for operations. For scheduled carriers domestic, Latin, Atlantic, and pacific are used. Fro non-scheduled/charter carriers – domestic and international are used.

Extra Section
A flight, conducted as an integral part of scheduled service that has not been provided for in published schedules and is required for transportation of traffic that cannot be accommodated on a regularly scheduled flight.

Flight Stage/Segment
The operation of an aircraft from takeoff to landing.

Freight/Cargo
Property other than mail and passenger baggage transported by air.

Freight Ton Mile
One ton of freight transported one mile. Freight ton miles are computed by multiplying the aircraft mile flown by each segment by the tons transported on that segment.

Fuel Issued
Aircraft fuels issued, in U. S. gallons during the reporting period.

Hours, Airborne
The airborne hours of the aircraft computed from the moment an aircraft leaves the ground until it touches the ground at the end of the flight.

Hours, Ramp-to-Ramp
The aircraft hours computed from the moment the aircraft pushed back from the gate until the aircraft comes to a rest at the gate of the destination airport.

Interairport Distance
The distance between airports measures by great circle distance, in statue miles.

International
Segment stage when one or both terminals are outside the 50 states, DC, Puerto Rico and the U. S. Virgin Islands.

Load Factor, Revenue Passenger
The percentage of revenue passengers transported by the available seats.

Mail
All mail for which transportation by air is provided. Includes U. S. and foreign mail.

Market, On-Flight Market
On flight data represents the actual origin and destination of any traffic on flight, (where traffic is enplaned and deplaned). A flight can consist of one non-stop segment or multiple non-stop segments.

Mile
A statute mile, (5280 feet).

Mile flown, aircraft
The miles (computed in airport-to-airport distances) for each segment as actually completed.

Non-Scheduled Service
Revenue flights, such as charter flights that are not operated in regular service.

Passenger – Mile
One passenger transported 1 mile. Passenger – miles are computed by multiplying the aircraft miles flown on each segment by the number of passengers transported on that segment.

Passenger, Revenue
Person receiving air transportation from the air carrier for which remuneration is received by the air carrier. Air carriers' employees or others receiving air transportation against whom token service charges are levied are considered non-revenue passengers. Passengers traveling on Frequent Flyer awards are considered revenue passengers.

Passenger Revenue Ton Mile
One ton of revenue passenger weight (including all baggage) transported one mile. The passenger weight standard for both "Domestic" and "International" operation is 200 pounds.

Passenger Transported
Total passengers carried on a segment.

Schedule Service
Transport service operated pursuant to a published flight schedule, advertised and available to the public.

Seats Available
Installed seats in an aircraft offered for sale to the public by the carriers.

Seat – Miles, Available, Revenue

The aircraft miles flown on each segment multiplied by the number of seats available on that segment.

Section 418 Cargo Operations
The carriage, pursuant to section 418 of the Act, of property and/or mail in or between any State of the United States, the District of Columbia, Puerto Rico or the U. S. Virgin Islands.

Segment
Non-stop segment: The operation of an aircraft from takeoff to landing. (From origin to destination).

Service Class
Each service class is assigned a letter which breaks out scheduled from non-scheduled service and the type of service **(all cargo, passenger and military).**

System
The total operations of a carrier including both domestic and international operations.

Ton
A short ton **(2000 pounds)**.

Ton – Mile
One ton transported 1 mile. Ton-miles are computed by multiplying the aircraft miles flown on each segment by the number of tons transported on that segment.

Ton – mile, Freight
One tone of freight transported 1 mile. Freight-ton miles are computed by multiplying the weight freight **(in tons)** by the inter airport distance.

Ton – mile, Mail
One tone of mail transported 1 mile. Mail-ton miles are computed by multiplying the weight of mail transported **(in tons)** by the inter airport distance.

Ton – mile, Passenger
One ton of passenger weight **(including all baggage)** transported 1 mile. **(See weight, passenger)**

Ton – mile, Revenue
One ton of revenue traffic transported 1 mile. Ton miles are computed by multiplying the weight transported **(in tons)** by the inter airport distance.

Ton – mile, Available
The aircraft miles flown on each segment multiplied by the capacity available in tons for use on that segment.

Transported
The total number of passengers, freight and mail transported on a single non-stop segment, including that already on board the aircraft from previous segments.

Weight, Passenger
For the purpose of this part, a standard weight of 200 pounds per passenger **(including all baggage)** is used.

Wet Lease
Reported by carrier in operational control of aircraft.

ZZZ airport code can be used by any carrier with a non-scheduled service class; L, P; at an undefined point.

Chapter

8

T100 Traffic Reporting –

Data Entry Software for Reporting T100 Data

INTRODUCTION

The T100 Data Entry Software (October 2002) is designed for use by U.S. air carriers to prepare monthly submissions of the traffic and capacity data required by the Department's T100 regulations found in …

14 CFR Part 421

UNIFORM SYSTEMS OF ACCOUNTS AND REPORTS FOR LARGE CERTIFICATED AIR CARRIERS

The target carriers are those who normally expect to report a relatively low volume of segment and market information that is not readily producible on a mainframe or minicomputer using one/half inch magnetic tape medium as specified in the rule.

The software includes a set of procedures for entering and editing T100 data, and for creating comma-delimited files for monthly submissions of Nonstop Segment data, and On-flight Market data.

The purpose for the issuing this new software is to ease the carrier's burden of reporting and to assure that these important data submissions are received in a standardized format. The edit checks built into the software are intended to increase overall data reliability by reducing the number of potential syntax errors.

Carriers are not limited to using the T100 Data Entry Software and are welcome to generate Segment and Market files by another means, but are required to submit data files in the format described in the following sections of this document.

Questions concerning filing dates or reporting specifications should be addressed to the Office of Airline Information T100 Traffic Data Adminstrators:

Ms. Jennifer Fabrizi (202) 366-8513 – jennifer.fabrizi@bts.gov
Ms. Cecelia Robinson (202) 366-4405 – cecelia.robinson@bts.gov

For questions about the T100 Data Entry Software or other technical support please contact:

Ms. Nina Tatyanina, (202) 366-5780 – nina.tatyanina@bts.gov
Ms. Marianne Seguin (202) 366-1457 – marianne.seguin@bts.gov

October 2002

REPORTING T100 SEGMENT DATA –

NAMING CONVENTION and FILE TYPE

The Segment File naming convention is "CC_SegYY_MM.csv" where:

CC – Carrier Alpha Code
Seg – Indicates that file contains segment data
YY – Last two digits of the year
MM – MONTH

.csv – comma separated variable file type. *

> * The .csv extension indicates a comma separated variable file type – where commas separate each value in a record.

EXAMPLE:

AA_Seg02_11.csv = American Airlines, Segment data for November 2002

The first record listed below indicates each of the fields in the records that follow.
There are five data records in the sample file listing below.
Each data value is separated by a comma.

Example of a Segment file submission: AA_Seg02_10.csv

DATA TYPE, ENTITY CODE,
YEAR, MONTH,
ORIG AIRPORT, DEST AIRPORT,
SERVICE CLASS,
AIRCRAFTTYPE, CABINCONFIG,
DEPARTURESPERF,
AVAILABLEPAYLOAD, AVAILABLESEATS,
SEGPASSENGERS, SEG FREIGHT, SEG MAIL,
SCHED DEPARTURES, R TO R MINUTES, AIRB MINUTES

S,0A050,2002,10,DFW,IAD,F,614,1,1,44000,200,198,0,0,1,0,0

S,0A050,2002,10,SLC,JFK,F,625,1,1,69000,200,195,0,0,1,0,0

S,0A050,2002,10,ORD,SLC,F,627,1,1,110000,270,265,0,0,1,0,0

S,0A050,2002,10,DTW,IAD,F,614,1,1,44000,180,171,0,0,1,0,0

S,0A050,2002,10,LAA,LAX,F,622,1,1,55000,200,189,0,0,1,0,0

T100 SEGMENT FILE – RECORD LAYOUT AND FIELD DESCRIPTION

	FIELD NAME	FIELD LENGTH	DATA TYPE	DESCRIPTION
1	Data Type	1	Character	"S" is used for segment data
2	Entity Code	5	Character	A five-character code assigned to each air carrier that is used primarily for DOT reporting purposes. It is used to separate the Domestic, Atlantic, Latin America, and Pacific operations of each air carrier.
3	Year	4	Numeric	Format: CCYY = century and year
4	Month	2	Numeric	Format: MM: 01 = January … 12 = December
5	Origin Airport	3	Character	The three letter code identifying the airport. The airport codes are recognized by the International Air Transport Association (IATA), as used in all of the major airline reservation systems – OR – when there is no IATA code for an origin airport/point – contact the BTS/Office of Airline Information, and one will be assigned.
6	Destination Airport	3	Character	The three letter code identifying the airport. The airport codes are recognized by the International Air Transport Association (IATA), as used in all of the major airline reservation systems – OR – when there is no IATA code for the destination airport/point – contact the BTS/Office of Airline Information, and one will be assigned.
7	Service Class	1	Character	The Service Class Code refers to the class of service used. F Scheduled Passenger/Cargo Service G Scheduled All Cargo Service L Non-Scheduled Civilian Passenger/Cargo Service P Non-Scheduled Civilian All Cargo Service N Non-Scheduled Military Passenger/Cargo Service R Non-Scheduled Military All Cargo Service
8	Aircraft Type	3	Number	Type of aircraft used on the non-stop segment.
9	Cabin Configuration	1	Number	This code indicates the type of configuration: 1 - Passenger 2 – Cargo 3 – Passenger/Cargo 4 – Amphibious
10	Departures Performed	Up to 5	Number	The number of revenue aircraft departures performed in revenue scheduled service.
11	Available Payload	Up to 10	Number	Reflects total available capacity in pounds for passengers, freight, and mail applicable to the aircraft with which this flight is performed.
12	Available Seats	Up to 7	Number	Reflects the actual number of seats for sale, excluding those blocked for safety or operational reasons.
13	Segment Passengers	Up to 10	Number	Number of passengers originating (enplaning) the flight at the origin airport of the segment and terminating (deplaning) the flight at the destination airport of the segment.
14	Segment Freight	Up to 10	Number	Amount of Freight – in pounds – originating (enplaning) the flight at the origin airport of the segment and terminating (deplaning) the flight at the destination airport of the segment.
15	Segment Mail	Up to 10	Number	Amount of Mail – in pounds – originating (enplaning) the flight at the origin airport of the segment and terminating (deplaning) the flight at the destination airport of the segment.
16	Scheduled Departures	Up to 5	Number	The number of aircraft departures scheduled, whether or not actually performed.
17	Ramp to Ramp Minutes	Up to 10	Number	Is the total elapsed time computed from the moment the aircraft moves under its own power until it comes to rest at the next point of landing.
18	Airborne Time	Up to 10	Number	Is the elapsed time computed from the moment the aircraft leaves the ground until it touches down at the next point of landing.

REPORTING T100 MARKET DATA –

NAMING CONVENTION and FILE TYPE

The Market File naming convention is "CC_MktYY_MM.csv" where:

CC – Carrier Alpha Code
Mkt – Indicates that file contains Market data
YY – Last two digits of the year
MM – MONTH

.csv – comma separated variable file type. *

> * The .csv extension indicates a comma separated variable file type – where commas separate each value in a record.

EXAMPLE:

AA_Mkt02_11.csv = American Airlines, Market data for November 2002

The first record listed below indicates each of the fields in the records that follow.
There are five data records in the sample file listing below.
Each data value is separated by a comma.

Example of a Market file submission: AA_Mkt02_10.csv

DATA TYPE, ENTITY CODE,
YEAR, MONTH,
ORIG AIRPORT, DEST AIRPORT,
SERVICE CLASS,
MKT PAX, MKT FREIGHT, MKT MAIL

M,0A050,2002,10,JFK,IAD,F,0,0,0

M,0A050,2002,10,SLC,JFK,F,0,0,0

M,0A050,2002,10,ORD,SLC,F,0,0,0

M,0A050,2002,10,DTW,IAD,F,0,0,0

M,0A050,2002,10,LAA,LAX,F,0,0,0

T100 MARKET FILE – RECORD LAYOUT AND FIELD DESCRIPTION

	FIELD NAME	FIELD LENGTH	DATA TYPE	DESCRIPTION
1	Data Type	1	Character	"M" is used for segment data
2	Entity Code	5	Character	A five-character code assigned to each air carrier that is used primarily for DOT reporting purposes. It is used to separate the Domestic, Atlantic, Latin America, and Pacific operations of each air carrier.
3	Year	4	Numeric	Format: CCYY = century and year
4	Month	2	Numeric	Format: MM: 01 = January … 12 = December
5	Origin Airport	3	Character	The three letter code identifying the airport. The airport codes are recognized by the International Air Transport Association (IATA), as used in all of the major airline reservation systems – OR – when there is no IATA code for an origin airport/point – contact the BTS/Office of Airline Information, and one will be assigned.
6	Destination Airport	3	Character	The three letter code identifying the airport. The airport codes are recognized by the International Air Transport Association (IATA), as used in all of the major airline reservation systems – OR – when there is no IATA code for the destination airport/point – contact the BTS/Office of Airline Information, and one will be assigned.
7	Service Class	1	Character	The Service Class Code refers to the class of service used. F Scheduled Passenger/Cargo Service G Scheduled All Cargo Service L Non-Scheduled Civilian Passenger/Cargo Service P Non-Scheduled Civilian All Cargo Service N Non-Scheduled Military Passenger/Cargo Service R Non-Scheduled Military All Cargo Service
8	Market Passengers	Up to 7	Numeric	Number of Passengers originating (enplaning) the flight at the origin airport and terminating (deplaning) the flight at the destination airport.
9	Market Freight	Up to 7	Numeric	Amount of Freight – in pounds – originating (enplaning) the flight at the origin airport and terminating (deplaning) the flight at the destination airport.
10	Market Mail	Up to 7	Numeric	Amount of Mail – in pounds – originating (enplaning) the flight at the origin airport and terminating (deplaning) the flight at the destination airport.