



**ONBOARD**

Domestic / International

Operations Manual  
Windows Version



## Onboard Domestic / International – Windows Version Installation Instructions

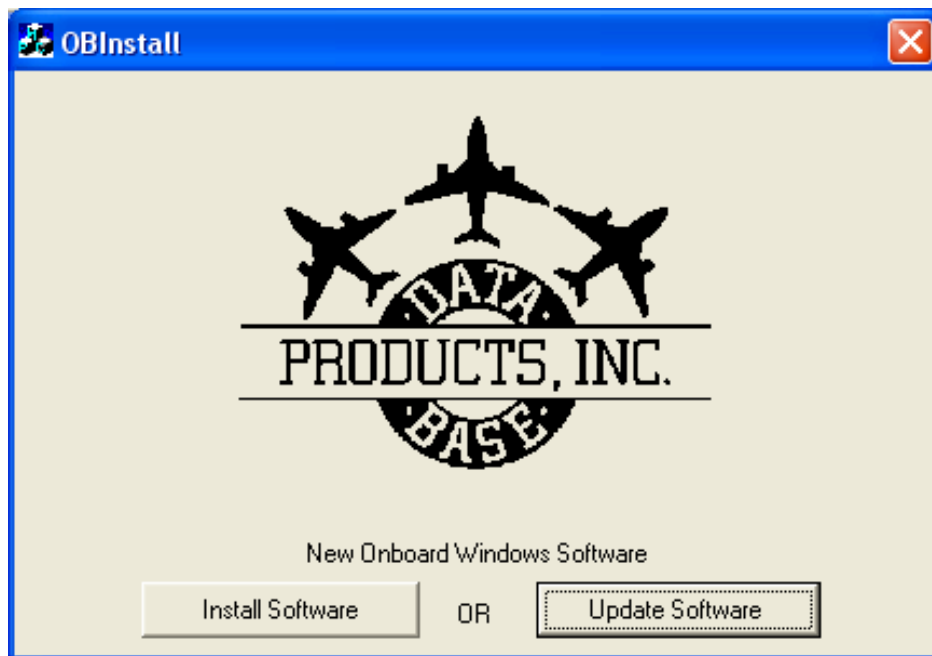
### Important Note:

The Onboard databases are not on the “Install / Update” CD.

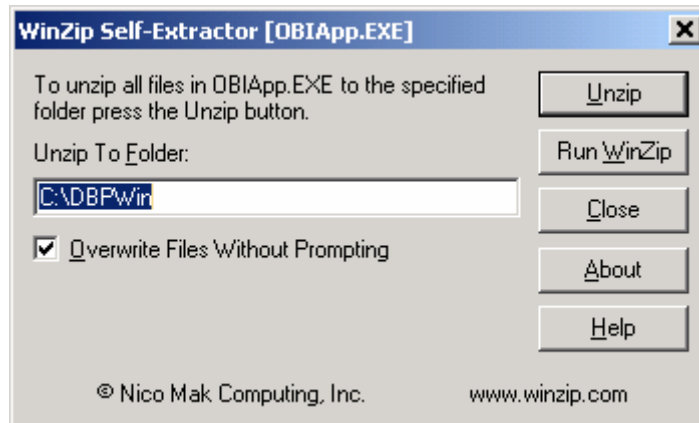
The installation software will perform the following tasks:

- 1) Uncompress the Executable WinZipped software and support files to the default “C:\DBPWin” subdirectory. The installation software will allow the user to install into another subdirectory of their choosing.
- 2) An “OBIWin” Shortcut – Icon will be placed on the desktop.
- 3) If there already is a “Data Base Products” group in the Start-Programs list, the new Onboard International software will be added to the list.

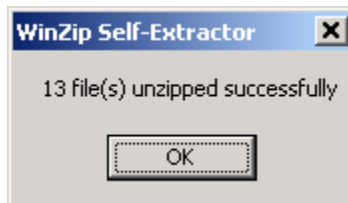
**Step1.** Place the Onboard Domestic / International “Install / Update” CD into your CD ROM Drive. The following will appear after the CD Drive has had a chance to spinup:



**Step2.** Click on the button entitled “Install Software”. Your screen may flash several times – this is normal - then, the following screen will appear:



**Step 3.** If you do not want the software installed at this location, you will need to create your own shortcut for the desktop using Windows Explorer after the installation is complete. To change the destination of the software being installed to other than the “C:\DBPWin” location, type the new “Folder” in the “Unzip To Folder” window. Next, press the “Unzip” button. When this is complete the following screen will appear:



**Step 4.** Press the “OK” button on this screen and then the “Close” button on the previous screen. The screen may flash several times at the end which is caused by the copying of files to complete the installation process.

The Installation is now complete.

## Procedures to Setup the Path to the Databases on the CD

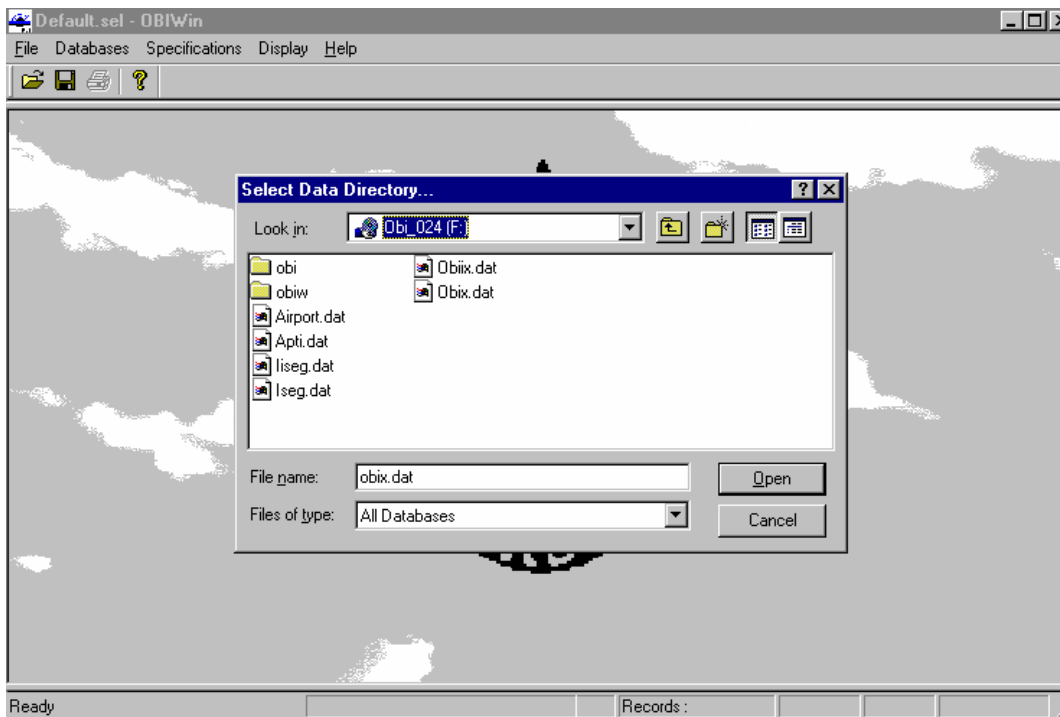
Before accessing data from the Onboard Domestic or International data CD you must setup the path to the CD in the software. To accomplish this:

**Step 1.** Place the Onboard Domestic or International data CD in the CD ROM Drive (i.e. first remove the installation CD)

**Step 2.** In the Onboard Domestic / International software (click on the “OBiWin” Icon on your desktop) select the “File” menu and then the “Path to Databases” submenu. Then select the “All Databases” item on the subsequent menu window as shown in the screen capture on the following page.



**Step4.** Click on the “Open” box in the right bottom corner as shown below.



The Setup is now complete.

You are now ready to access data from the CD. The following information is important when saving your first file or saving your current selections for use in the future.

#### Note: Saving your first file

When you have run your first report and wish to save it to a Text, .CSV or Excel file, be sure that the “Folder” that it is being saved to is the same place that the software was installed. That would be the “C:\DBPWin” subdirectory by default or whatever you used in Step 3. in the installation instructions above.

#### Note: Saving your selections and report settings

When you exit the software your settings are automatically saved to the filename which appears in the top left corner of the main menu. You may for some reason want to keep a set of selections for future use. To accomplish this use the “File” menu option “Save Selections As...”. Be sure that the “Folder” that it is being saved to is the same place that the software was installed. That would be the “C:\DBPWin” subdirectory by default or whatever you used in Step 3. in the installation instructions above.

## Quick Start

Once you have installed and setup the software, the following procedures will allow you to subset the data and create a report:

**Step 1.** Enter the software by clicking on the “OBiWin” Icon on your desktop.

**Step 2.** Click on the “Specifications” menu item.

**Step 3.** Navigate the menus by opening the tree items and selecting the Carriers, Bases, References and Aircraft Types you would like in your subset of data. Note that the databases are pre-summarized at various levels so that, for example, selecting certain Aircraft Types will have no effect on subsets of data from the “Combined T100” or the “Airport Summary” level databases.

**Step 4.** Close the “Specifications” menu and open the “Databases” menu. Select a database and a report format.

**Step 5.** In the report options menus you can choose to summarize the data in various ways. However, the default is set to the lowest level of detail. All that is required is to choose the “Time Frame Selection” – “Start Period” and “End Period” and press the “OK” button.

**Step 6.** Press the “Continue” button in the bottom right corner.

**Step 7.** After the report results are displayed on the screen select the “File” menu and select the appropriate “Export” item, for example: “Export to Excel Spreadsheet”. Be sure that the “Folder” that the file is being saved to is the same folder that the software was installed in (i.e. C:\DBPWIN by default) and that the file is definitely not trying to be saved to the CD ROM drive.

For more detailed instructions please refer to the “Operations Manual”.

As usual, please call us at 1-800-345-2876 if you have any problems or questions.



# Tips, Tricks and Traps for the Onboard Domestic and International Software

**Tip:** You should always consider whether to use the "Airport" summary level database instead of a summary from the more detailed databases. It could save you a quantum amount of time.

The Airport summary level database is pre-summarized for all Equipment Types and to all References (i.e. all U.S. Domestic References in the case of the Domestic CD and all International References in the case of the International CD).

If what you want is the total traffic for a carrier or all carriers, use the Airport summary level database. The combination of one report from Domestic and one from International will give you totals for any and all carriers.

Likewise, if what you want is the total traffic at an airport or all airports, use the Airport summary level database.

**Look for:** We are in the planning stage for an Airport Summary level database that will be a combination of Domestic and International data.

**Trick:** If you want to unselect an airport, carrier or equipment type, click on the name in the list window (the one to the right side of the tree window). This will locate the item in the tree and you can then unselect it by unchecking the box.

**Trick:** If you press "Ctrl" "Alt" "Del" and go to the "Performance" tab of "Task Manager", the bottom-right graph shows Virtual Memory as well as the bottom left table. The top right table is for RAM usage that they call "Physical Memory" (see enclosed screen capture of Task Manager).

**Trick:** To locate an item in the tree menus, you can search for it in alpha order by highlighting the name at the top of the list that you wish to search and type the first letter of the item you are searching for. This will take you to the first item that starts with that letter. By continuing to type the letter, you will eventually find the one you are looking for. For example: If you highlight the state of Alaska and type the letter "T" three times you will be at "Texas".

**Trick:** To be sure to see all of the lines in a report without the limitations of our on-screen display, save the report to .xls .csv or a .txt file, and then view that file.

**Trap:** Do not query for Commuter and Small Certificated Carrier data prior to October 2002. They did not report T100 data prior to that date.

**Trap:** Do not query the "International to International" databases for periods less than three years ago. There is a three-year moratorium on this data. Also, make sure that you select International Bases and International References.

**Windows Task Manager**

File Options View Shut Down Help

Applications Processes **Performance** Networking Users

**CPU Usage**  
0 %

**CPU Usage History**

**PF Usage**  
711 MB

**Page File Usage History**

**Totals**

Handles	7256
Threads	407
Processes	37

**Physical Memory (K)**

Total	523260
Available	315740
System Cache	229764

**Commit Charge (K)**

Total	728204
Limit	1280132
Peak	867668

**Kernel Memory (K)**

Total	38484
Paged	30152
Nonpaged	8332

Processes: 37    CPU Usage: 0%    Commit Charge: 711M / 1250M

## Databases included on the CD

There are five databases included in the “Onboard” product. Each database is monthly and is a combination of U.S. and Foreign carrier data. Each dataset contains Scheduled and Nonscheduled operations for both Passenger and Freight carriers:

- 1) The Segment by Equipment data is by month, by nonstop segment, by equipment type, by carrier from 1990 through the most recent quarter ended six months ago.
- 2) The Combined International T100 Market and T100 Segment database is a combination of Segment data summarized for all equipment types plus T100 Onflight O&D Market data by month.
- 3) The Airport Summary Combined level database is summarized monthly data from the Combined International T100 Market and T100 Segment database.

Since the International to International data retains its three-year restriction, we have two separate databases that contain only International to International markets for 1990 through the most recent quarter ended three years ago.

- 4) International to International combined Segment and Market data.
- 5) International to International Segment data.

## International to International Markets

According to the DOT’s Accounting and Reporting Directive 213 (copy attached): “U.S. carrier nonstop segment and onflight market T-100 data between foreign points will remain confidential for three years. Since foreign carriers do not report nonstop segment and onflight market T-100 data between foreign points, it would be unfair to U.S. Carriers to release their foreign-to-foreign nonstop segment and onflight market data.”

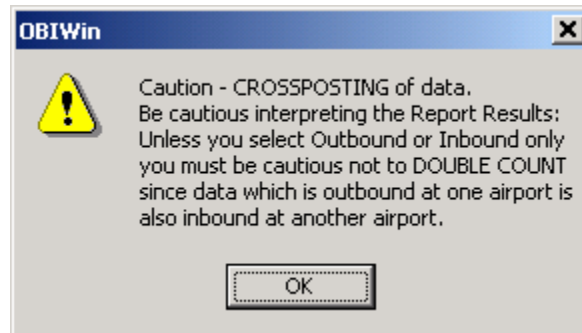
## Crossposting of the Markets

The data in the databases either is or will seem to be “Crossposted”. This means that if you query a U.S. point to a Foreign point, the report will contain both “Outbound” and “Inbound” data fields so that you would not need to run an additional query in the reverse direction. Crossposting is very handy but requires caution on the part of the analyst not to “Double Count” passengers. An example of potential “Double Counting” would be a query from the Airport Level Summary data for all U.S. airports and all European airports. If the analyst added both the “Outbound” and “Inbound” data together, the traffic that transited between the U.S. and Europe would be “Double Counted” as well as all of the “D” type “Data

Entities” data (Domestic to Domestic data). (Technical note: The crossposting of T100 Segment database is accomplished by having the access software query both direction and then create an Outbound/Inbound record from the subset of records found.)

### Warning Message for Crossposting:

We have added a “Warning” box (see below) that pops up in cases where “Crossposting of data may be a problem.



## Carrier Codes

We use the DOT-assigned three-letter-codes rather than IATA or OAG two-letter codes for this product primarily for two reasons:

- 1) The DOT controls duplication of codes through the use of entity numeric codes.
- 2) There are many Charter Freight and Passenger carriers who do not have OAG or IATA codes assigned to them.

If a carrier has been assigned a code by IATA, the DOT usually uses its two letters with a space in the third position. If a carrier does not have a two-letter IATA code assigned, the DOT assigns a unique code and adds a “Q” as the third letter. The attached “Who’s In T100 International” lists are comprehensive lists of carriers who have filed T100 International data.

## Data Entities

A	Atlantic
P	Pacific
L	Latin
T	Canada
D	Domestic

These entity codes are appended to the Carrier Code to indicate the boundary that was crossed for the service that was provided. "Data Entities" are similar to the "Reporting Entities" with which we are all familiar. However, "Data Entities" are based solely on the data to determine the "Entity" code.

The two major weaknesses of using "Reporting Entities" are:

- 1) There is a threshold amount of service required before the DOT requests a carrier to create a "Reporting Entity" which causes some "Latin" service, for example, to be reported in the carrier's "Domestic" "Reporting Entity" and
- 2) Transborder Canadian service is not assigned a "Reporting Entity" even though the data itself in every other circumstance is treated as non-Domestic.

There is a surprising amount of Domestic to Domestic service by foreign carriers who transit the U.S. in their service to International destinations. In order to exclude these markets from your data query, you should not select the "D" "Data Entity" when you run your report.

## Service Classes

F	Scheduled Passenger/Cargo
G	Scheduled All-Cargo
L	Nonscheduled Civilian Passenger/Cargo/Charter
P	Nonscheduled Civilian All-Cargo Charter
Q	Nonscheduled Services (Other than Charter). This service class is reserved for special nonscheduled cargo flights provided by a few foreign air carriers under special authority granted by the Department [DOT].

These "Service Classes" are selectable in our access software. Your final report will contain as many service classes as you select; and you also have the option of aggregating the classes that you have selected in the "Entity/Service Class" menu.

## Cabin Class Identification

Prior to July 1, 1997 the Major (Group 3) U.S. Air Carriers have been required to break down their reported passengers into "First", "Business" and "Coach" classes. Since this breakdown was not required for U.S. Nationals, U.S. Regionals, or for Foreign Carriers, and since this breakdown is no longer required for U.S. Majors (effective 10/1/2002), we have aggregated all reported cabin classes together in our databases.

## Aircraft Type Codes

The three-digit numeric "Aircraft Type Code" contained in the data is reported by the carriers by selecting from the attached DOT published list of codes.

## Cabin Configuration Codes

- 1 Passenger
- 2 Cargo
- 3 Combination Passenger/Cargo

The "Cabin Configuration Code" is appended as a fourth digit to the DOT "Aircraft Type" numeric code. Our software allows you to either keep the detail by "Cabin Configuration" or to aggregate them together.

## Non-reported Data Elements by Foreign Carriers

One reason that we allow you to select and aggregate Foreign Carriers separately is because the Foreign Carriers have not reported their:

- 1) Air Times
- 2) Block Times
- 3) Tons Available
- 4) Scheduled Departures

It is very important that the analyst does not use aggregated totals that include both U.S. Carriers who do report these data elements and Foreign Carriers who do not.

You should also be aware that until July 1, 1997, the Foreign Carriers have not been required to provide "Available Seat" data. The DOT has estimated the "Available Seats" based on a "Commercial" source of aircraft configuration.

Also, beginning July 1, 1997, the Foreign Carriers are required to begin reporting their actual "Available Seat" data.

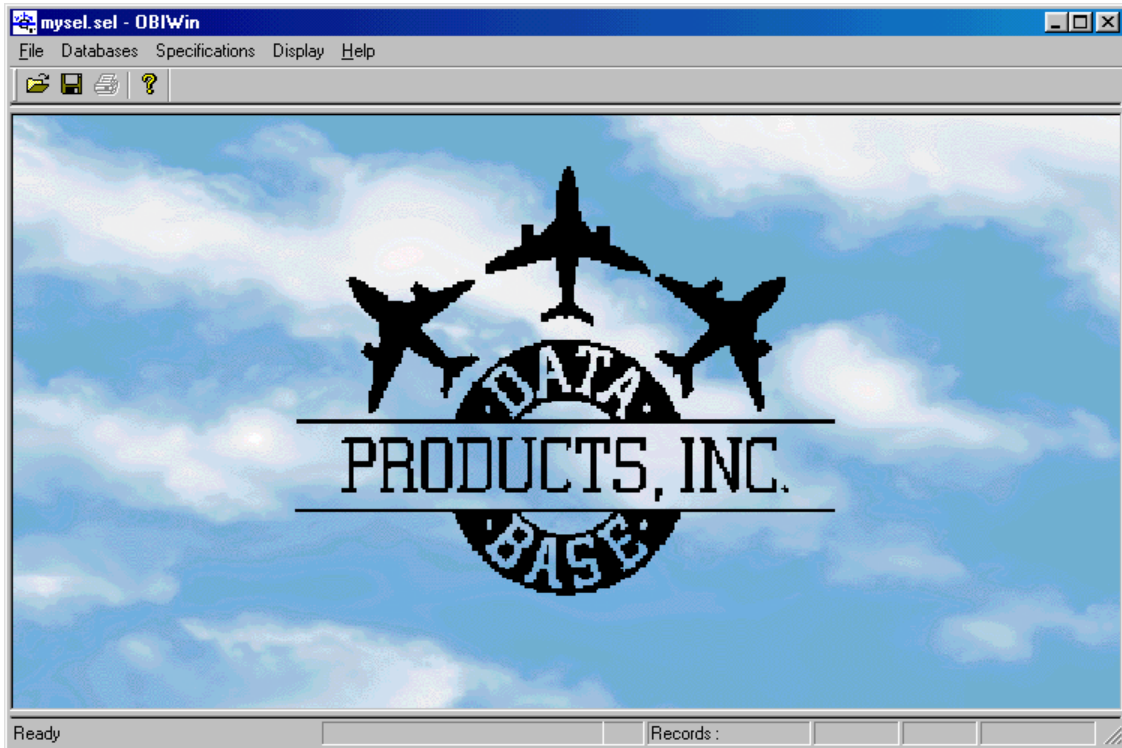
## Tons Available and Cargo Carried

The "Tons Available" data element (reported only by U.S. Carriers prior to July 1, 1997) as well as the Freight and Mail carried data elements are actually reported to the DOT in "Pounds". We have converted these data elements from "Pounds" to "Tons" (using 2,000 lbs./ton) in our databases.

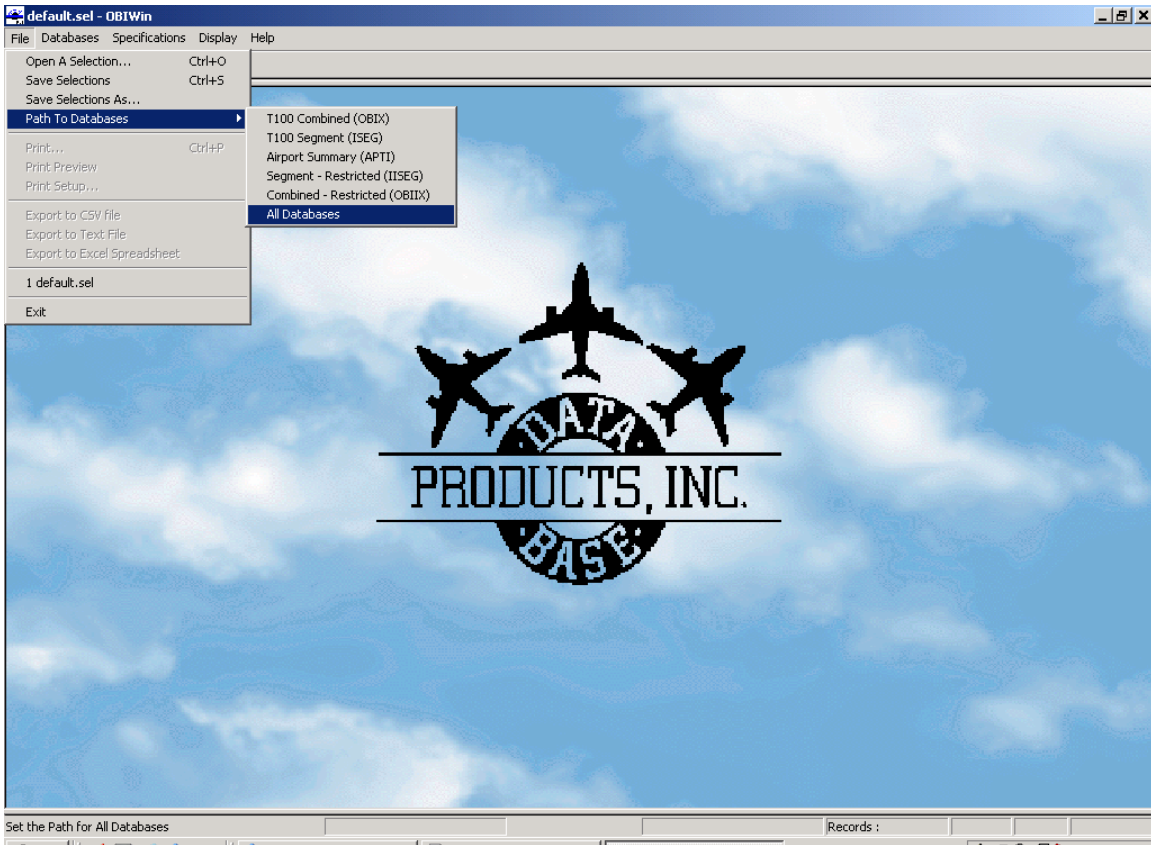
Onboard International

## Screen Captures of Menus

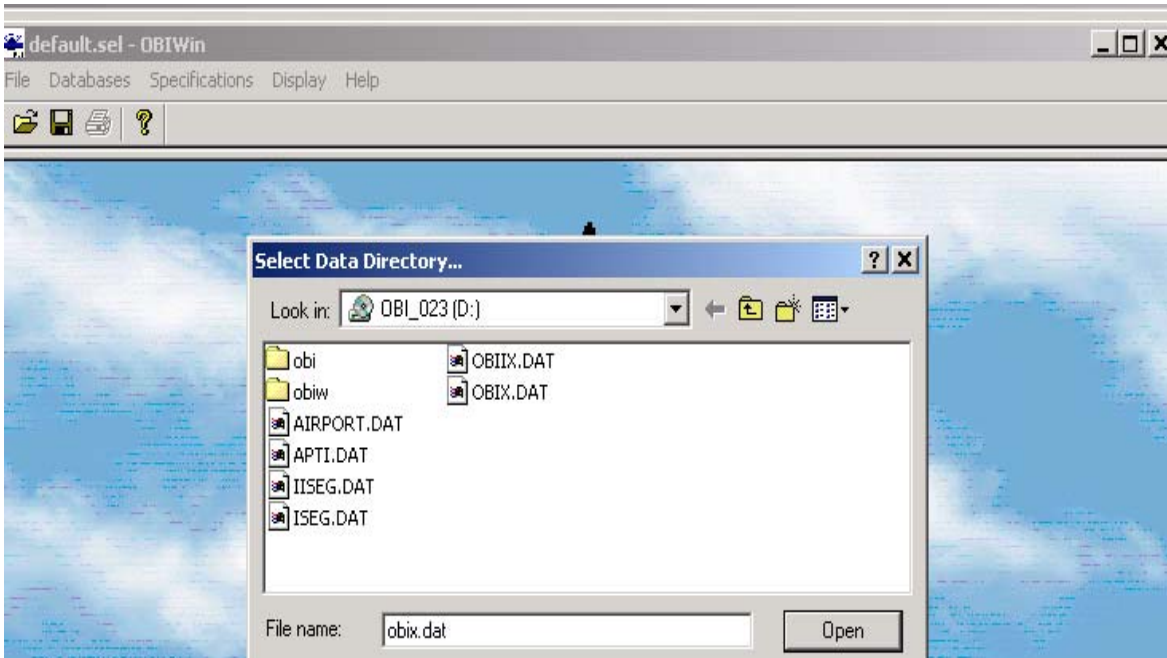
After installing the Onboard International software and double clicking the icon, the screen below will be displayed.



The first thing you must do is set a path to the database(s). We suggest for convenience that you select "All Databases" as shown on the next screen.



Select the "obix.dat" file to access all the databases.



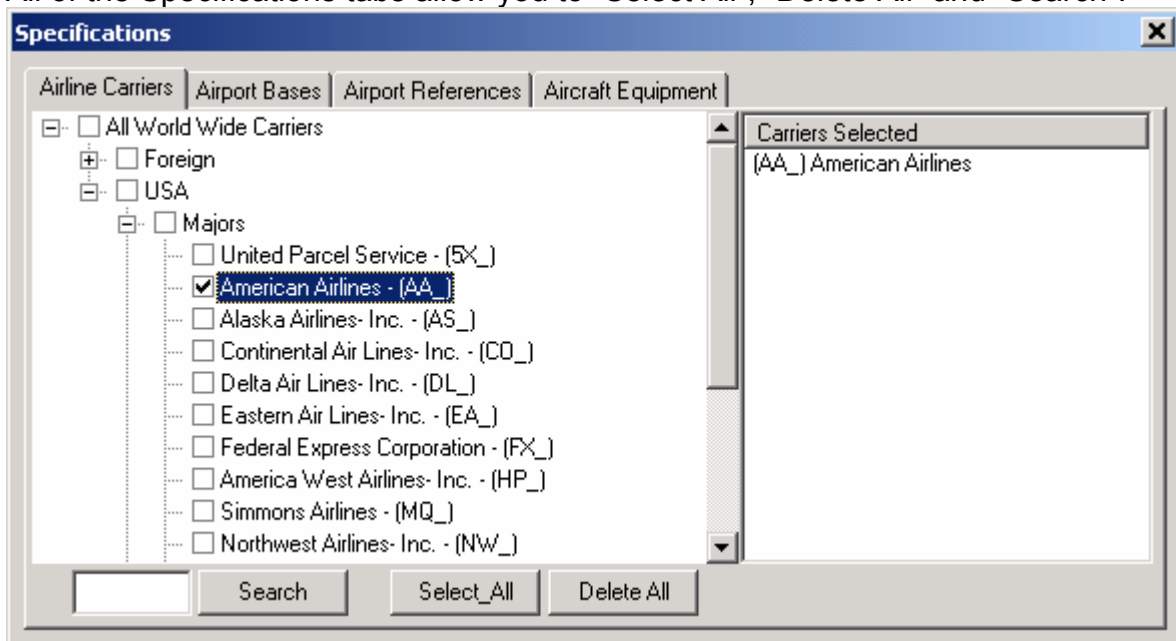
## Onboard International Specifications Menu

Before you select the type of report you would like to run, you need to decide what “Specifications” you would like in your report. These “Specifications” include:

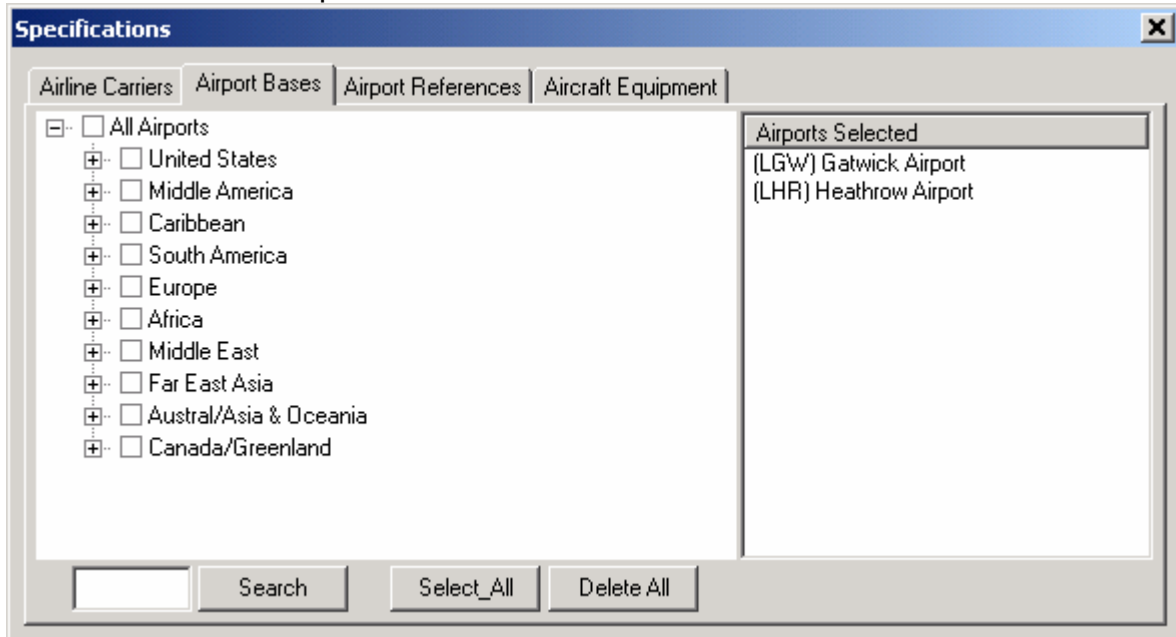
- Airline carrier(s)
- Airport base(s)
- Airport reference(s)
- Aircraft equipment

These selections are made from the Specifications menus shown below. On each tab you can select summarized groups or low level detail. For instance, you could select all US Major carriers or you can choose only one of the majors. In this example, we selected American Airlines. The selections show in the box on the right of the screen.

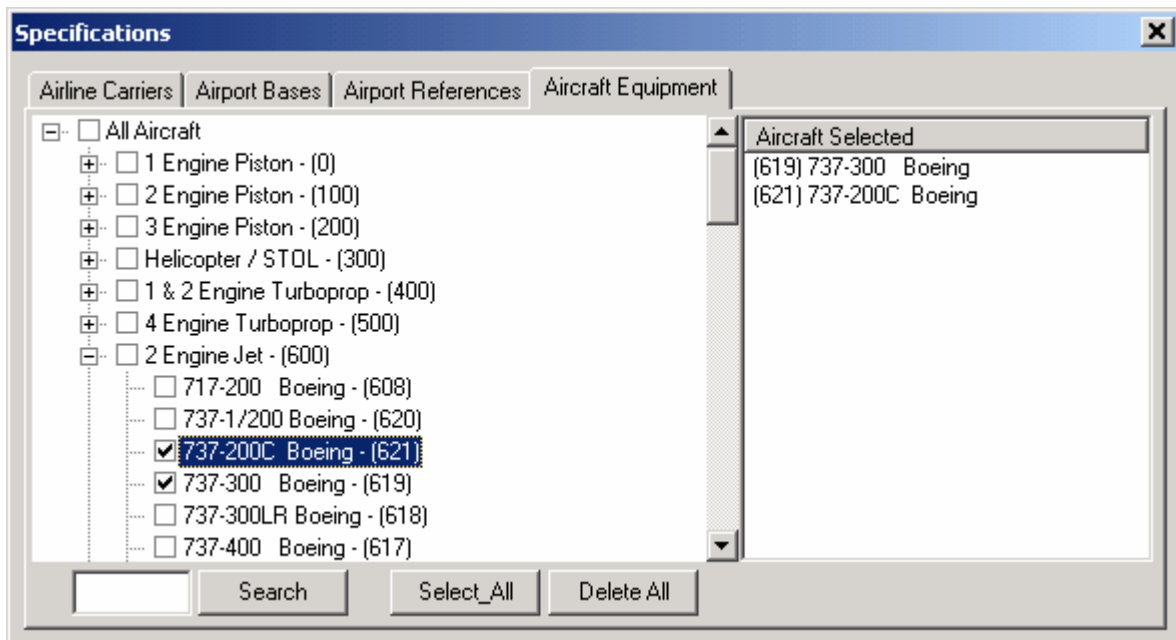
All of the Specifications tabs allow you to “Select All”, “Delete All” and “Search”.



Airport bases and references function in the same manner. For instance, you can select all airports worldwide or two of the London airports – which is illustrated in our example.

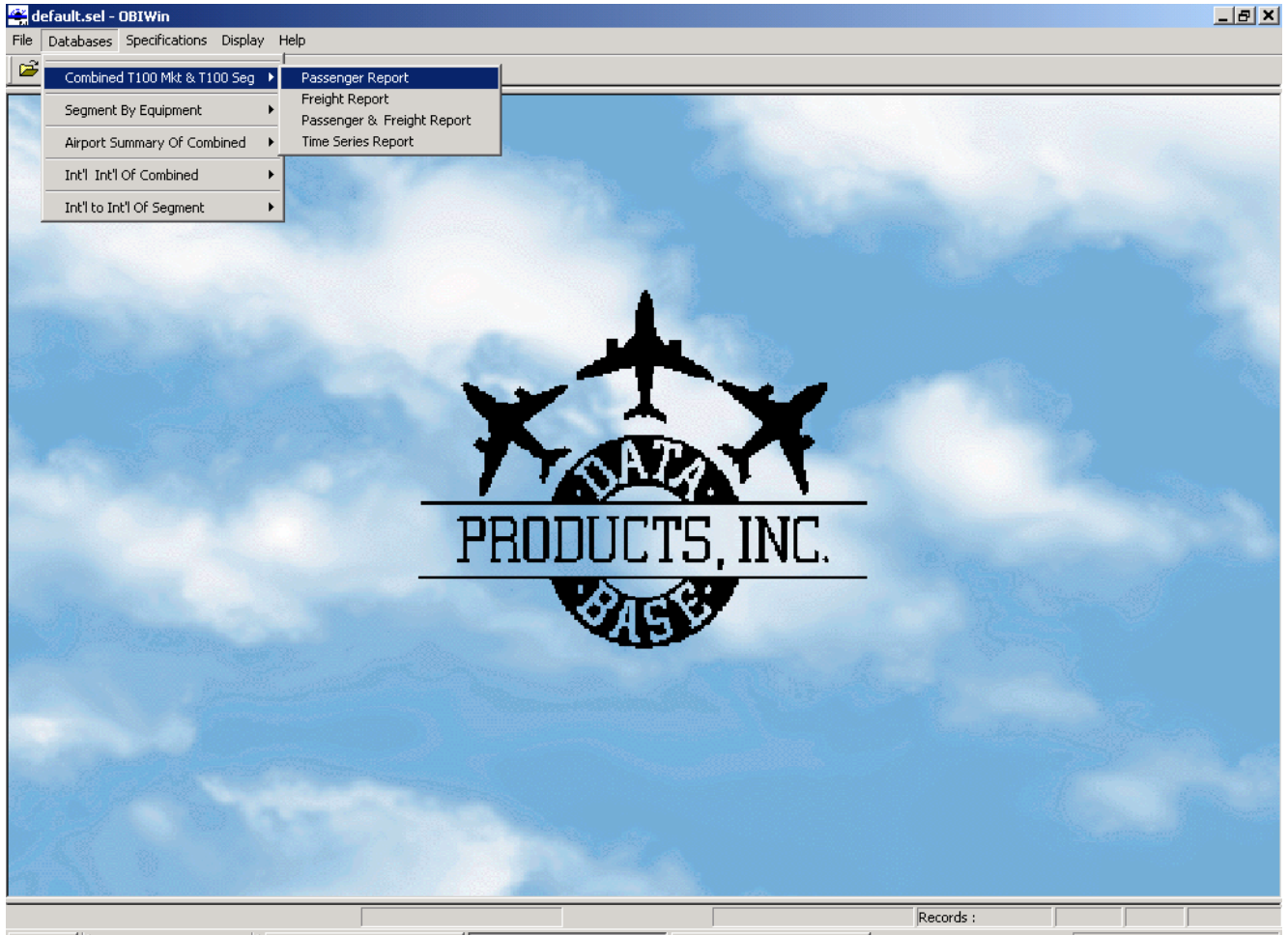


For those reports that use equipment type, you can select equipment types and various levels. In our example, we have chosen aircraft types 619 and 621 by clicking on the boxes.



## Onboard International Database Selection Menu

Once your “Specifications” are selected, you are ready to choose your report from the “Databases” menu.



When you enter the “Databases” menu, you will be given a choice between the five databases contained on the CD. These selectable databases are shown in the leftmost window shown above.

After selecting the database that you wish to query, another window will open allowing you to choose one of four report formats. Sample reports are enclosed for each of the four formats shown in the last drop-down box above.

# Onboard International Report Options

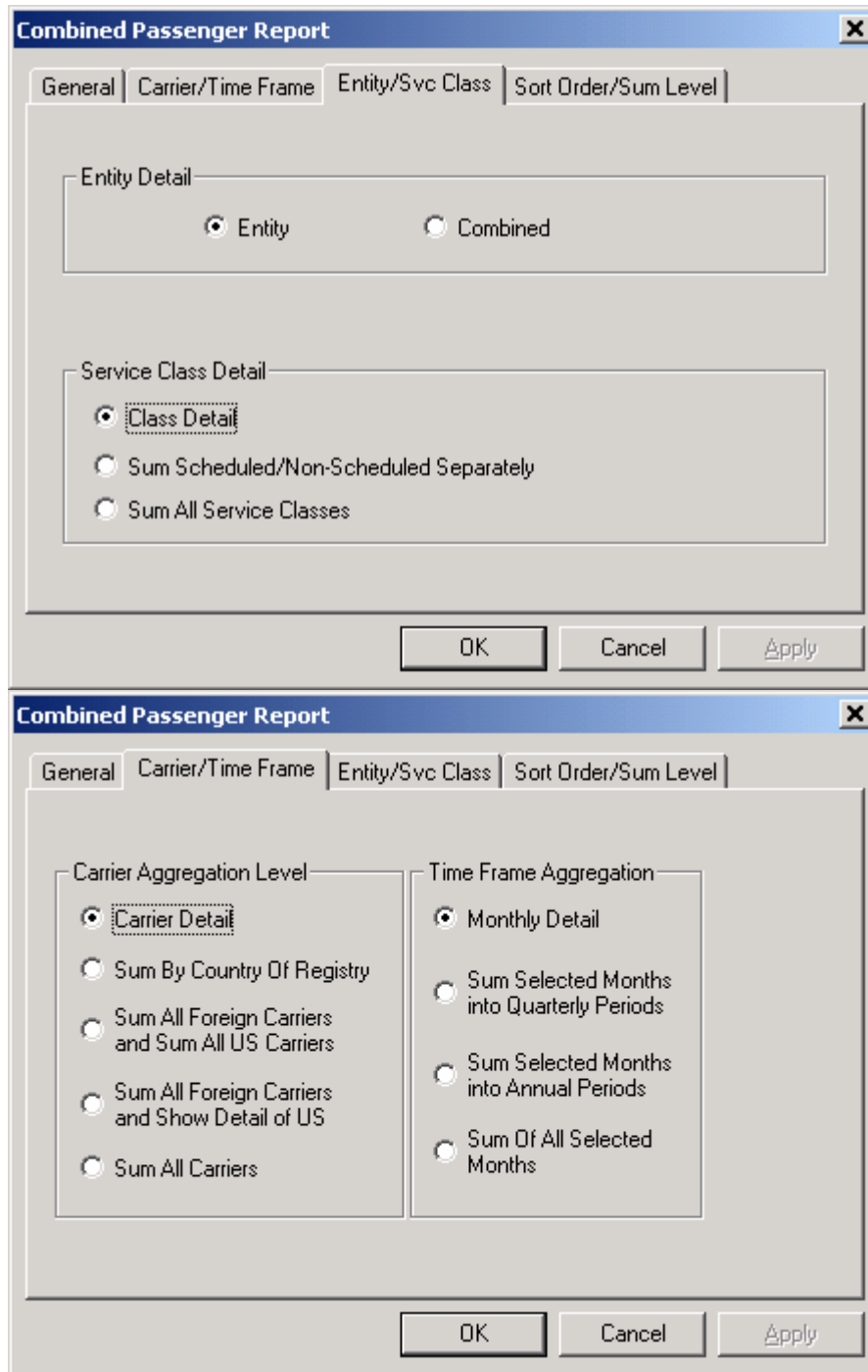
There are generally four different tabs on the report options dialogue box.

The screenshot shows a dialog box titled "Combined Passenger Report" with a close button (X) in the top right corner. The dialog has four tabs: "General", "Carrier/Time Frame", "Entity/Svc Class", and "Sort Order/Sum Level". The "General" tab is selected and contains the following options:

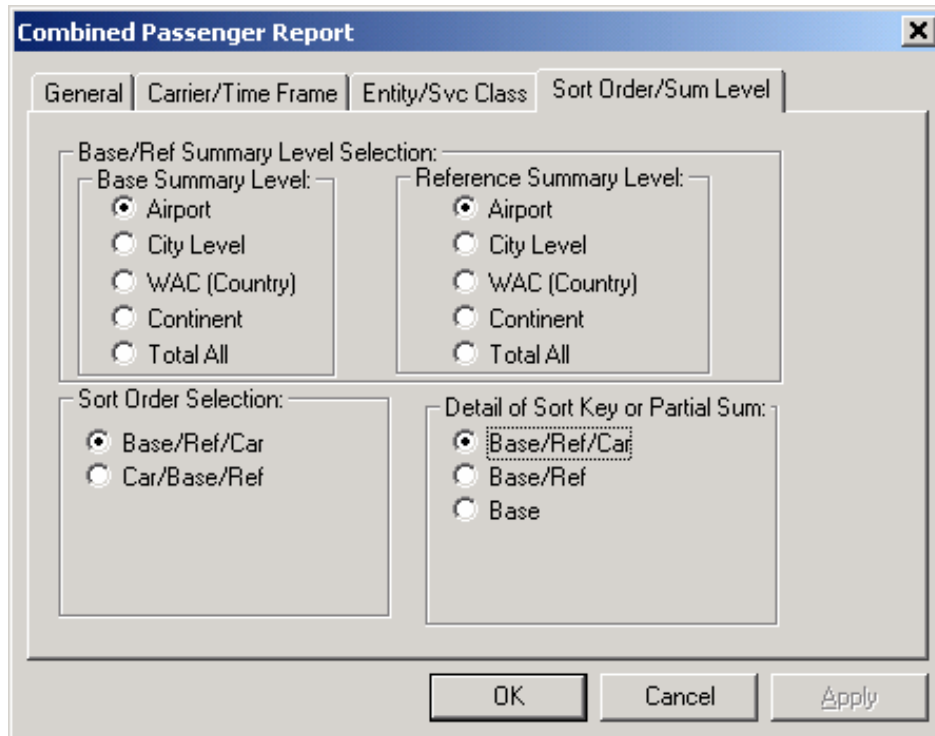
- Geographic Data Entities:**
  - (A) Atlantic
  - (D) Domestic
  - (L) Latin
  - (P) Pacific
  - (T) Canadian
- Service Classes:**
  - (F) Scheduled Passenger/Cargo
  - (G) Scheduled All-Cargo
  - (L) Non-Scheduled Passenger/Cargo Charter
  - (P) Non-Scheduled All-Cargo Charter
  - (Q) Non-Scheduled Service Spec Authority
- Direction:**
  - Outbound
  - Inbound
  - Total
- Time Frame Selection:**
  - Year: Start Period: 2001, End Period: 2002
  - Month: Start Period: 11, End Period: 2

At the bottom of the dialog are three buttons: "OK", "Cancel", and "Apply".

The "General" tab allows you to select the individual Geographic Data Entities, Service Classes, Direction, and the Time Frame Range for your report. The detail/summary level for the data entities and service classes are selected on the "Entity/Svc Class" tab shown below.

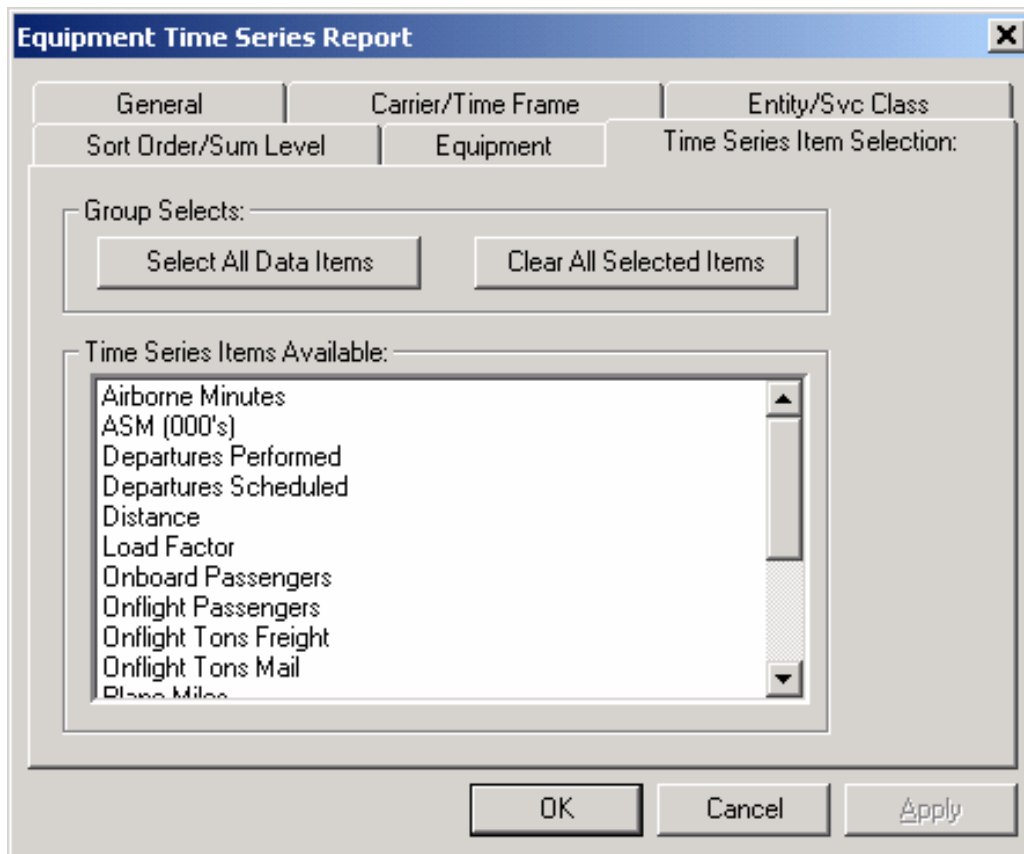


The "Carrier/Time Frame" tab allows you to choose the summary level for the carriers you have selected in "Specifications". It also allows you to select the summary level for your chosen time frame.

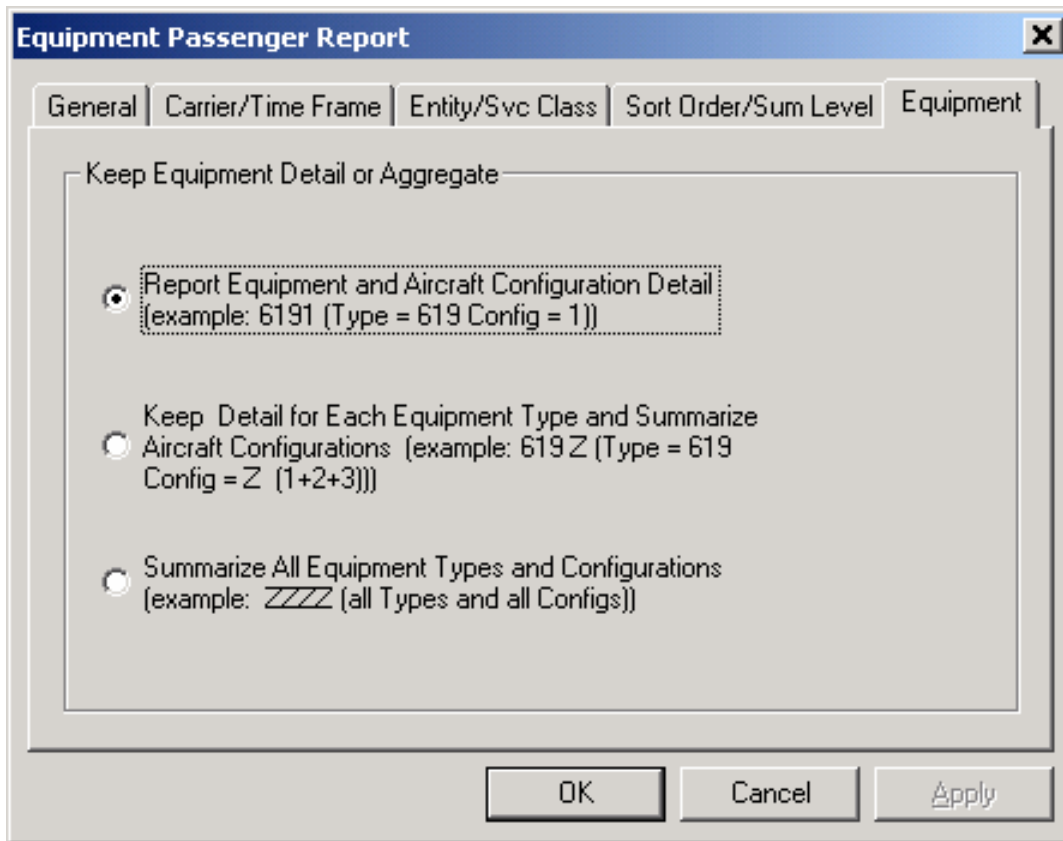


The "Sort Order/Sum Level" tab provides for the selection of summary level for the chosen bases and references. "Sort Order Selection" is also available on this tab. The "Detail of Sort Key or Partial Sum" changes based on the "Sort Order Selection".

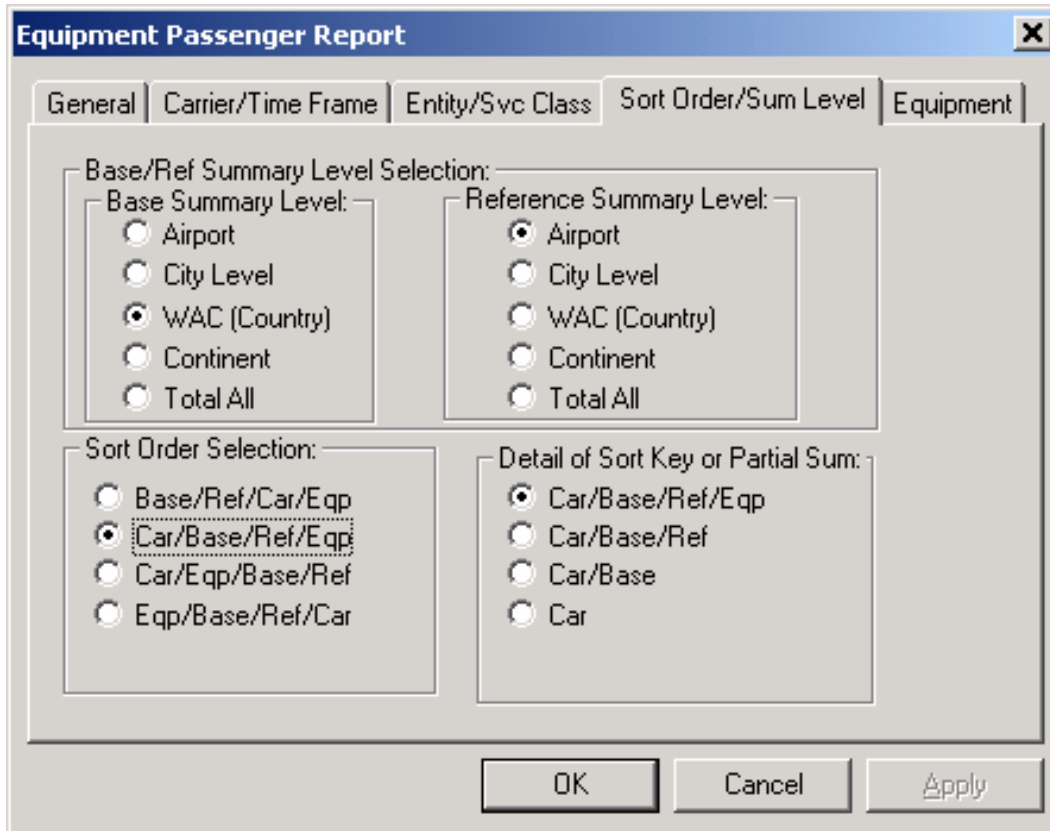
There are two more option tabs that are only available on selected reports. All “Time Series Reports” include a tab for “Time Series Item Selection:”. In addition, all reports in the “Segment by Equipment” database and the “International to International of Segment” database include an “Equipment” tab. So, the time series reports for both of these databases have six option tabs.



The “Time Series Item Selection:” tab allows you to select as many data items as you would like for your report.



The "Equipment" tab gives choices for summing aircraft types and configurations. "Sort Order/Sum Level" is expanded on reports where equipment type is involved.



After all your selections are complete, click "OK" on any one of the report option tabs and you will arrive at the "Display Selections" window shown on the following page.

This screen shows the selections that you have made in “Specifications” and from the report options menus. This screen is also displayed from the main menu by selecting “Display”. **Although you can type in the boxes on this summary screen, no changes can be effected from this screen. You must make changes on the “Specifications” menu or on the report options tabs.**

We suggest you review this screen carefully to make sure you have selected the correct data items, time frame, summary levels, etc.

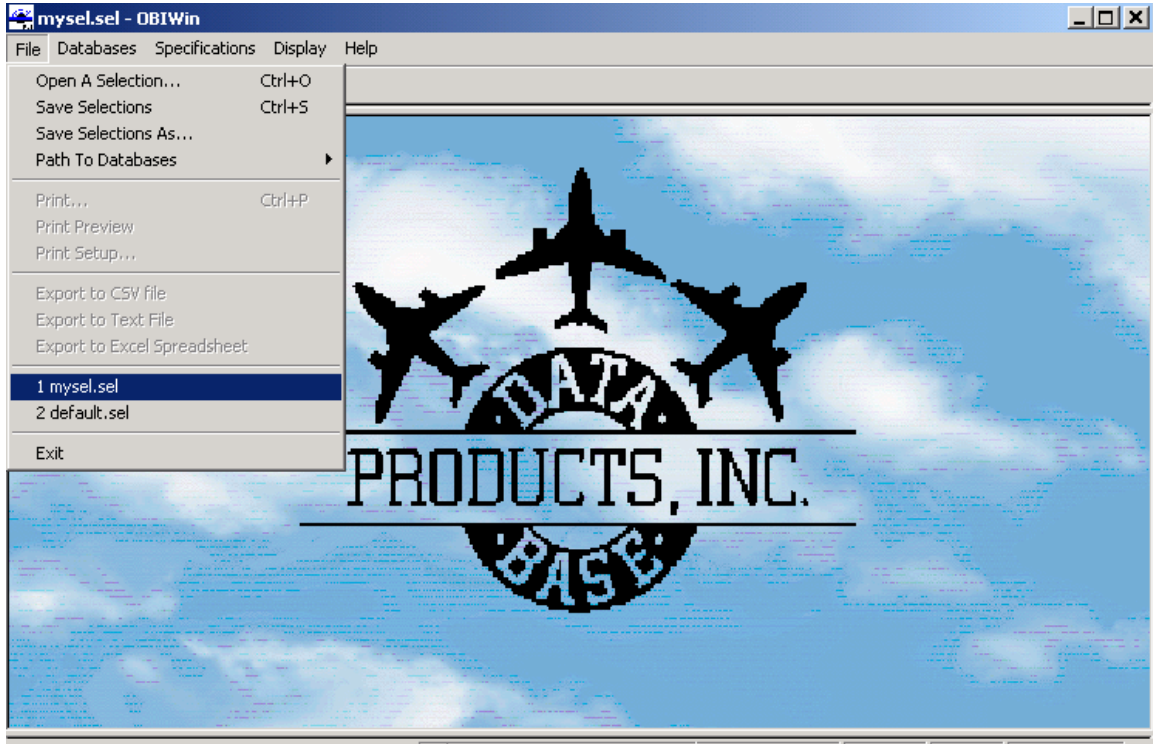
The screenshot shows a dialog box titled "Display Selections" with a close button (X) in the top right corner. The dialog is organized into several sections:

- Report Type:** A dropdown menu set to "Combined Passenger Report".
- General:**
  - Geographic Data Entities Selected:** A list box containing ATLANTIC, DOMESTIC, LATIN, PACIFIC, and CANADIAN.
  - Service Classes Selected:** A list box containing Scheduled Passenger/Cargo, Scheduled All-Cargo, Non-Scheduled Passenger/Cargo Charter, Non-Scheduled All-Cargo Charter, and Non-Scheduled Service Spec Authority.
  - Direction Selected:** A list box containing Outbound.
  - Time Periods Selected:**
    - Year: Start Period: 2001, End Period: 2002.
    - Month: Start Period: 11, End Period: 2.
- Aggregation Level for:**
  - Carriers: CarrierDetail
  - Time Frame: Month
- Keep Detail or Aggregate:**
  - Geo. Entities: Entity
  - Service Classes: SumAllServiceClas
- Sort Order and Summary Levels:**
  - Sort Order Self'd: APT
  - Sum Partial Key: CMB Base/Ref/Car
  - SEG
  - Base Summary Level: WAC
  - Reference Summary: Airport
- Equipment:**
  - Equipment Detail or Aggregate: EquipCfgDetail
- Time Series Items Selected:**
  - Departures Performed
  - Departures Scheduled
  - Onboard Passengers
- Carriers Selected:** AA\_, BA\_
- Base Airports Sel:** EWR, JFK, LGA
- Ref Airports Sel:** LGW, LHR
- Aircraft Selected:** (Empty list box)

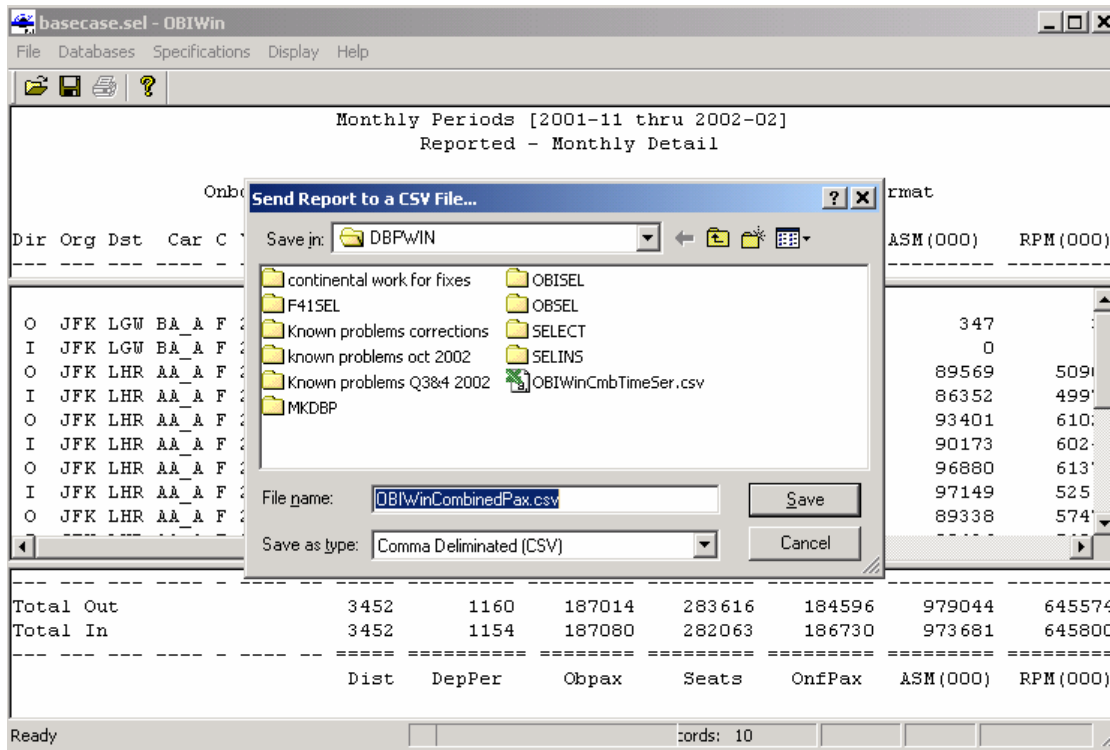
At the bottom right of the dialog are two buttons: "Continue" and "Cancel".

|

f you would like to keep a file with your selections, you simply click on “File” and “Save Selections As”, then give it a file name. When you want to use these same specifications in the future, simply select the file name from the drop down menu as shown in the next screen print. Or you can choose “File” and “Open a Selection” if the file is not in the drop down menu.



# Onboard International Saving Reports



After you have successfully generated your report, you will probably want to save it to a file. There are three different options for saving your report::

1. Export to CSV file
2. Export to Text file
3. Export to Excel Spreadsheet

In all of these options, a default file name will appear, or you can type in a new name for your file as shown above.

When you export to an Excel Spreadsheet (see examples on the following page), the file is automatically saved as a CSV file as an intermediate step. Immediately, Excel is opened and macros are executed with the end result being an Excel file.

basecase.sel - OBIWin

File Databases Specifications Display Help

Open A Selection... Ctrl+O  
 Save Selections Ctrl+S  
 Save Selections As...  
 Path To Databases  
 Print... Ctrl+P  
 Print Preview  
 Print Setup...  
 Export to CSV File  
 Export to Text File  
 Export to Excel Spreadsheet  
 1 basecase.sel  
 2 default.sel  
 3 DL.sel  
 4 ua\_ord\_cdg.sel  
 Exit

Monthly Periods [2001-11 thru 2002-02]  
 Reported - Monthly Detail

International Database Report - Passenger Data Format

Dist	DepPer	Obpax	Seats	OnfPax	ASM(000)	RPM(000)
3469	1	11	100	0	347	
0	0	0	0	0	0	
3452	119	14745	25947	14201	89569	5091
3452	115	14476	25015	14366	86352	4991
3452	124	17677	27057	16864	93401	6101
3452	120	17453	26122	17480	90173	6021
3452	122	17780	28065	17089	96880	6131
3452	123	15228	28143	14883	97149	5251
3452	111	16650	25880	16280	89338	5741
-----						
Total Out	3452	1160	187014	283616	184596	645574
Total In	3452	1154	187080	282063	186730	645800
-----						
Dist	DepPer	Obpax	Seats	OnfPax	ASM(000)	RPM(000)

Records: 10

Microsoft Excel - testfile.xls

File Edit View Insert Format Tools Data Window Help

Monthly Periods [2001-11 thru 2002-02]  
 Reported - Monthly Detail

Onboard International Database Report - Passenger Data Format

Dir	Org	Dst	Car	C	Year	Pd	Dist	DepPer	Obpax	Seats	OnfPax	ASM(000)	RPM(000)	LF	CarrierFlag	OrgApt	OrgWac	DstApt	DstWac	
O	JFK	LGW	BA_A	F	2002	2	3,469	1	11	100	0	347	38	10.95	British Airw	John F	New Yor	Gatwick	Untd Ki	
I	JFK	LHR	AA_A	F	2001	11	3,452	119	14,745	25,947	14,201	89,569	50,901	56.83	American Air	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	AA_A	F	2001	11	3,452	115	14,476	25,015	14,366	86,352	49,971	57.87	American Air	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	AA_A	F	2001	12	3,452	124	17,677	27,057	16,864	93,401	61,021	65.33	American Air	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	AA_A	F	2001	12	3,452	120	17,453	26,122	17,480	90,173	60,247	66.81	American Air	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	AA_A	F	2002	1	3,452	122	17,780	28,065	17,089	96,880	61,377	63.35	American Air	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	AA_A	F	2002	1	3,452	123	15,228	28,143	14,883	97,149	52,568	54.11	American Air	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	AA_A	F	2002	2	3,452	111	16,650	25,880	16,280	89,338	57,476	64.34	American Air	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	AA_A	F	2002	2	3,452	113	15,889	26,198	15,587	90,436	54,849	60.65	American Air	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	2001	11	3,452	163	27,597	39,183	27,597	135,260	95,264	70.43	British Airw	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	BA_A	F	2001	11	3,452	163	27,490	39,130	27,870	135,077	94,895	70.25	British Airw	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	2001	12	3,452	174	32,740	46,307	32,740	159,851	113,019	70.70	British Airw	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	BA_A	F	2001	12	3,452	174	32,799	46,390	32,799	160,138	113,222	70.70	British Airw	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	2002	1	3,452	182	30,285	47,857	30,285	165,203	104,544	63.28	British Airw	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	BA_A	F	2002	1	3,452	182	32,212	47,845	32,212	165,161	111,196	67.33	British Airw	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	2002	2	3,452	163	29,494	43,120	29,505	148,850	101,813	68.40	British Airw	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	BA_A	F	2002	2	3,452	164	31,533	43,220	31,533	149,195	108,852	72.96	British Airw	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	L	2001	11	3,452	1	35	100	35	345	121	35.07	British Airw	John F	New Yor	Heathro	Untd Ki	
I	JFK	LHR	BA_A	L	2001	11	0	0	0	0	0	0	0	0.00	British Airw	John F	New Yor	Heathro	Untd Ki	
Total Out							3,452	1,160	187,014	283,616	184,596	979,044	645,574	65.94						
Total In							3,452	1,154	187,080	282,063	186,730	973,681	645,800	66.33						
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							Dist	DepPer	Obpax	Seats	OnfPax	ASM(000)	RPM(000)	LF						

testfile

Ready NUM

# Onboard International T100 Segment and Market Data Items

<u>DBP Report Abbreviations</u>	<u>Data Item</u>
Dir	Direction (O=Outbound; I=Inbound; T=Sum of All)
Org	Origination
Dst	Destination
Car	DOT Carrier Code plus Geographical Boundary Code 1/
EqpCfg	DOT Three digit aircraft code plus one digit configuration code 2/
C	Class of Service 3/
Dist	Great circle mileage in statute miles
DepSch	Departures Scheduled (U.S. Carriers only)
DepPer	Departures Performed
Obpax	Onboard Passengers (Passengers transported)
Seats	Seats Available
TonsA	Tons Available
ObFrtTns	Onboard Freight Tons (Freight transported)
ObMITns	Onboard Mail Tons (Mail Transported)
RampMin	Ramp to Ramp Minutes
AirMin	Airborne Minutes
OnfPax	Onflight O&D Passengers (Enplaned/deplaned)
OnfFrtTns	Onflight O&D Freight Tons (Enplaned/deplaned)
OnfMITns	Onflights O&D Mail Tons (Enplaned/deplaned)
ASM	Available Seat Miles
RPM	Revenue Passenger Miles
WAC	DOT World Area Code

Note 1/ (A)tantic, (D)omestic, (L)atin, (P)acific, (T)ransborder Canadian

Note 2/ Configuration: 1= Passenger, 2= Cargo, 3= Combination  
Passenger/Cargo

Note 3/ Class: F=Sch. Passenger/Cargo, G=Sch. All Cargo, L=Non-Sch.

Passenger/Cargo, P=Non-Sch. All Cargo, Q=Non-Sch. Service Special Authority



Sample Reports  
from  
ONBOARD INTERNATIONAL

## Combined T100 Market and T100 Segment – Passenger Report

### Onboard International Database Report - Passenger Data Format

Dir	Org	Dst	Car	C	Year	Pd	Dist	DepPer	Obpax	Seats	OnfPax	ASM(000)	RPM(000)	LF	Carrier/Flag	OrgApt	OrgWac	DstApt	DstWac
O	JFK	LGW	BA_A	F	2002	2	3,469	1	11	100	0	347	38	10.95	British Airw	John F	New Yor	Gatwick	Untd Ki
I	JFK	LGW	BA_A	F	2002	2	0	0	0	0	0	0	0	0.00	British Airw	John F	New Yor	Gatwick	Untd Ki
O	JFK	LHR	AA_A	F	2001	11	3,452	119	14,745	25,947	14,201	89,569	50,901	56.83	American Air	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	AA_A	F	2001	11	3,452	115	14,476	25,015	14,366	86,352	49,971	57.87	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	2001	12	3,452	124	17,677	27,057	16,864	93,401	61,021	65.33	American Air	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	AA_A	F	2001	12	3,452	120	17,453	26,122	17,480	90,173	60,247	66.81	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	2002	1	3,452	122	17,780	28,065	17,089	96,880	61,377	63.35	American Air	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	AA_A	F	2002	1	3,452	123	15,228	28,143	14,883	97,149	52,568	54.11	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	2002	2	3,452	111	16,650	25,880	16,280	89,338	57,476	64.34	American Air	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	AA_A	F	2002	2	3,452	113	15,889	26,198	15,587	90,436	54,849	60.65	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	2001	11	3,452	163	27,597	39,183	27,597	135,260	95,264	70.43	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	F	2001	11	3,452	163	27,490	39,130	27,870	135,077	94,895	70.25	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	2001	12	3,452	174	32,740	46,307	32,740	159,851	113,019	70.70	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	F	2001	12	3,452	174	32,799	46,390	32,799	160,138	113,222	70.70	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	2002	1	3,452	182	30,285	47,857	30,285	165,203	104,544	63.28	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	F	2002	1	3,452	182	32,212	47,845	32,212	165,161	111,196	67.33	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	2002	2	3,452	163	29,494	43,120	29,505	148,850	101,813	68.40	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	F	2002	2	3,452	164	31,533	43,220	31,533	149,195	108,852	72.96	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	L	2001	11	3,452	1	35	100	35	345	121	35.07	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	L	2001	11	0	0	0	0	0	0	0	0.00	British Airw	John F	New Yor	Heathro	Untd Ki
Total Out							3,452	1,160	187,014	283,616	184,596	979,044	645,574	65.94					
Total In							3,452	1,154	187,080	282,063	186,730	973,681	645,800	66.33					
							Dist	DepPer	Obpax	Seats	OnfPax	ASM(000)	RPM(000)	LF					

## Combined T100 Market and T100 Segment – Freight Report

Onboard International Database Report - Freight Data Format

Dir	Org	Dst	Car	C	Year	Pd	Dist	DepPer	TonsA	ObFrTns	ObMITns	OnfFrTns	OnfMITns	Carrier/Flag	OrgApt	OrgWac	DstApt	DstWac
O	JFK	LGW	BA_A	F	2002	2	3,469	1	12	0	0	0	0	British Airw	John F	New Yor	Gatwick	Untd Ki
I	JFK	LGW	BA_A	F	2002	2	0	0	0	0	0	0	0	British Airw	John F	New Yor	Gatwick	Untd Ki
O	JFK	LHR	AA_A	F	2001	11	3,452	119	5,799	728	156	727	146	American Air	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	AA_A	F	2001	11	3,452	115	5,628	1,291	384	1,303	386	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	2001	12	3,452	124	5,993	763	253	761	250	American Air	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	AA_A	F	2001	12	3,452	120	5,818	1,180	369	1,197	369	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	2002	1	3,452	122	6,224	623	206	623	206	American Air	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	AA_A	F	2002	1	3,452	123	6,275	1,808	340	1,807	340	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	2002	2	3,452	111	5,746	620	324	628	324	American Air	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	AA_A	F	2002	2	3,452	113	5,837	1,537	343	1,525	342	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	2001	11	3,452	163	7,245	1,170	0	1,170	0	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	F	2001	11	3,452	163	6,998	1,968	0	1,995	0	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	2001	12	3,452	174	8,057	1,317	0	1,317	0	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	F	2001	12	3,452	174	7,806	1,839	0	1,839	0	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	2002	1	3,452	182	8,335	1,341	0	1,341	0	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	F	2002	1	3,452	182	8,070	2,020	0	2,020	0	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	2002	2	3,452	163	7,435	1,226	0	1,226	0	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	F	2002	2	3,452	164	7,208	1,742	0	1,742	0	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	L	2001	11	3,452	1	12	0	0	0	0	British Airw	John F	New Yor	Heathro	Untd Ki
I	JFK	LHR	BA_A	L	2001	11	0	0	0	0	0	0	0	British Airw	John F	New Yor	Heathro	Untd Ki
Total Out							3,452	1,160	54,858	7,788	939	7,793	926					
Total In							3,452	1,154	53,640	13,385	1,436	13,428	1,437					
							Dist	DepPer	TonsA	ObFrTns	ObMITns	OnfFrTns	OnfMITns					

## Combined T100 Market and T100 Segment – Passenger and Freight Report

Monthly Periods [2001-11 thru 2002-02]  
Reported - Monthly Detail

### Onboard International Database Report - All Data Format

Dir	Org	Dst	Car	C	Year	Pd	Dist	DepSch	DepPer	Obpax	Seats	TonsA	ObFrtTns	ObMITns	RampMin	AirMin	OnfPax	OnfFrtTns	OnfMITns	ASM(000)	RPM(000)	LF
O	JFK	LHR	AA_A	F	2001	11	3,452	121	119	14,746	25,947	5,799	728	156	49,013	44,925	14,201	727	146	89,569	50,901	56.83
O	JFK	LHR	AA_A	F	2001	12	3,452	125	124	17,677	27,057	5,993	763	253	51,687	47,489	16,864	761	250	93,401	61,021	65.33
O	JFK	LHR	AA_A	F	2002	1	3,452	124	122	17,780	28,065	6,224	623	206	49,633	45,319	17,089	623	206	96,880	61,377	63.35
O	JFK	LHR	AA_A	F	2002	2	3,452	111	111	16,650	25,880	5,746	620	324	44,027	40,293	16,280	628	324	89,338	57,476	64.34
Total Out							3,452	481	476	66,852	106,949	23,762	2,734	939	194,360	178,026	64,434	2,739	926	369,188	230,775	62.51
							Dist	DepSch	DepPer	Obpax	Seats	TonsA	ObFrtTns	ObMITns	RampMin	AirMin	OnfPax	OnfFrtTns	OnfMITns	ASM(000)	RPM(000)	LF

DECODE

Dir	Org	Dst	Car	Carrier/Flag	OrgApt	OrgWac	DstApt	DstWac
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro	Untd Ki

## Combined T100 Market and T100 Segment – Time Series Report

Monthly Periods [2001-11 thru 2002-02]  
Reported - Monthly Detail

### Onboard International Database Report - Time Series Format

Dir	Org	Dst	Car	C	Dataltem	200111	200112	2002 1	2002 2	Carrier/Flag	OrgApt	OrgWac	DstApt	DstWac
O	JFK	LGW	BA_A	F	Depart Perf	-	-	-	1	British Airw	John F	New Yor	Gatwick	Untd Ki
O	JFK	LHR	AA_A	F	Depart Perf	119	124	122	111	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	Depart Perf	163	174	182	163	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	L	Depart Perf	1	-	-	-	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LGW	BA_A	F	Onboard Pax	-	-	-	11	British Airw	John F	New Yor	Gatwick	Untd Ki
O	JFK	LHR	AA_A	F	Onboard Pax	14,745	17,677	17,780	16,650	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	Onboard Pax	27,597	32,740	30,285	29,494	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	L	Onboard Pax	35	-	-	-	British Airw	John F	New Yor	Heathro	Untd Ki
Total Out					Depart Perf	283	298	304	275					
Total Out					Onboard Pax	42,377	50,417	48,065	46,155					

## Segment by Equipment – Passenger Report

Monthly Periods [2001-11 thru 2002-02]  
Reported - Monthly Detail

International Segment Database Report - Passenger Data Format

Dir	Org	Dst	Car	C	EqpCfc	Year	Pd	Dist	DepPer	Obpax	Seats	ASM(000)	RPM(000)	LF	AC Type	Carrier/Flag	OrgApt	OrgWac	DstApt	DstWac	
O	JFK	LHR	AA_A	F	6261	2001	11	0	0	0	0	0	0	0.00	767-300	Bo	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6261	2002	2	0	0	0	0	0	0	0.00	767-300	Bo	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	2001	11	3,452	90	11,748	20,864	72,022	40,555	56.31	B-777	Boe	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	2001	12	3,452	92	13,981	21,451	74,049	48,262	65.18	B-777	Boe	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	2002	1	3,452	115	16,625	26,822	92,589	57,390	61.98	B-777	Boe	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	2002	2	3,452	111	16,650	25,880	89,338	57,476	64.34	B-777	Boe	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	2001	11	3,452	33	5,149	7,364	25,421	17,774	69.92	B-777	Boe	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	2001	12	3,452	1	132	220	759	456	60.08	B-777	Boe	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	2002	1	3,452	4	396	896	3,093	1,367	44.20	B-777	Boe	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	2002	2	3,452	4	671	896	3,093	2,316	74.88	B-777	Boe	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6911	2001	11	3,452	29	2,997	5,083	17,547	10,346	58.96	A300-600	Ai	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6911	2001	12	3,452	32	3,696	5,606	19,352	12,759	65.93	A300-600	Ai	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6911	2002	1	3,452	7	1,155	1,243	4,291	3,987	92.92	A300-600	Ai	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	2001	11	3,452	111	21,620	29,919	103,280	74,632	72.26	747-400	Bo	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	2001	12	3,452	149	31,684	43,691	150,821	109,373	72.52	747-400	Bo	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	2002	1	3,452	151	28,905	44,269	152,817	99,780	65.29	747-400	Bo	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	2002	2	3,452	136	28,260	39,932	137,845	97,554	70.77	747-400	Bo	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LGW	BA_A	F	8751	2002	2	3,469	1	11	100	347	38	10.95	Concorde	British Airw	John F	New Yor	Gatwick	Untd Ki	
O	JFK	LHR	BA_A	F	8751	2001	11	3,452	19	828	1,900	6,559	2,858	43.57	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	8751	2001	12	3,452	24	924	2,396	8,271	3,190	38.57	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	8751	2002	1	3,452	27	984	2,692	9,293	3,397	36.55	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	8751	2002	2	3,452	23	563	2,292	7,912	1,943	24.56	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki	
O	JFK	LHR	BA_A	L	8751	2001	11	3,452	1	35	100	345	121	35.07	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki	
Total Out								3,452	1,160	187,014	283,616	979,044	645,574	65.94							
								Dist	DepPer	Obpax	Seats	ASM(000)	RPM(000)	LF							

## Segment by Equipment – Freight Report

Monthly Periods [2001-11 thru 2002-02]

Reported - Monthly Detail

International Segment Database Report - Freight Data Format

Dir	Org	Dst	Car	C	EqpCfg	Year	Pd	Dist	DepPer	TonsA	ObFrtTns	ObMITns	AC Type	Carrier/Flag	OrgApt	OrgWvac	DstApt	DstWvac
O	JFK	LHR	AA_A	F	6261	2001	11	0	0	0	0	0	767-300	Bo	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6261	2002	2	0	0	0	0	0	767-300	Bo	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	2001	11	3,452	90	4,678	649	131	B-777	Boe	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	2001	12	3,452	92	4,771	645	225	B-777	Boe	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	2002	1	3,452	115	5,956	609	205	B-777	Boe	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	2002	2	3,452	111	5,746	620	324	B-777	Boe	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	2001	11	3,452	33	1,511	316	0	B-777	Boe	British Airw	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	2001	12	3,452	1	45	18	0	B-777	Boe	British Airw	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	2002	1	3,452	4	184	46	0	B-777	Boe	British Airw	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	2002	2	3,452	4	184	13	0	B-777	Boe	British Airw	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6911	2001	11	3,452	29	1,121	79	25	A300-600	Ai	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6911	2001	12	3,452	32	1,222	118	28	A300-600	Ai	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6911	2002	1	3,452	7	268	14	1	A300-600	Ai	American Air	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	2001	11	3,452	111	5,512	854	0	747-400	Bo	British Airw	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	2001	12	3,452	149	7,732	1,299	0	747-400	Bo	British Airw	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	2002	1	3,452	151	7,836	1,295	0	747-400	Bo	British Airw	John F	New Yor Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	2002	2	3,452	136	6,983	1,213	0	747-400	Bo	British Airw	John F	New Yor Heathro	Untd Ki
O	JFK	LGW	BA_A	F	8751	2002	2	3,469	1	12	0	0	Concorde	British Airw	John F	New Yor Gatwick	Untd Ki	
O	JFK	LHR	BA_A	F	8751	2001	11	3,452	19	222	0	0	Concorde	British Airw	John F	New Yor Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	8751	2001	12	3,452	24	280	0	0	Concorde	British Airw	John F	New Yor Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	8751	2002	1	3,452	27	315	0	0	Concorde	British Airw	John F	New Yor Heathro	Untd Ki	
O	JFK	LHR	BA_A	F	8751	2002	2	3,452	23	268	0	0	Concorde	British Airw	John F	New Yor Heathro	Untd Ki	
O	JFK	LHR	BA_A	L	8751	2001	11	3,452	1	12	0	0	Concorde	British Airw	John F	New Yor Heathro	Untd Ki	
Total Out								3,452	1,160	54,858	7,788	939						

## Segment by Equipment – Passenger and Freight Report

International Segment Database Report - All Data Format

DirOrg	Dst	Car	C	EqpCfg	Year	Pd	Dist	DepSch	DepPer	Obpax	Seats	TonsA	ObFrtTns	ObMITns	RampMin	AirMin	ASM(000)	RPM(000)	LF	AC	Type	
O	JFK	LHR	AA_A	F	6261	2001	11	0	0	0	0	0	0	0	0	0	0	0	0.00	767-300	Bo	
O	JFK	LHR	AA_A	F	6271	2001	11	3,452	90	90	11,748	20,864	4,678	649	131	36,739	33,687	72,022	40,555	56.31	B-777	Boe
O	JFK	LHR	AA_A	F	6271	2001	12	3,452	92	92	13,981	21,451	4,771	645	225	37,903	34,812	74,049	48,262	65.18	B-777	Boe
O	JFK	LHR	AA_A	F	6271	2002	1	3,452	117	115	16,625	26,822	5,956	609	205	46,582	42,572	92,589	57,390	61.98	B-777	Boe
O	JFK	LHR	AA_A	F	6911	2001	11	3,452	31	29	2,997	5,083	1,121	79	25	12,274	11,238	17,547	10,346	58.96	A300-600	Ai
O	JFK	LHR	AA_A	F	6911	2001	12	3,452	33	32	3,696	5,606	1,222	118	28	13,784	12,677	19,352	12,759	65.93	A300-600	Ai
O	JFK	LHR	AA_A	F	6911	2002	1	3,452	7	7	1,155	1,243	268	14	1	3,051	2,747	4,291	3,987	92.92	A300-600	Ai
								3,452	370	365	50,202	81,069	*****	2,114	615	150,333	137,733	279,850	173,299	61.93		
								Dist	DepSch	DepPer	Obpax	Seats	TonsA	ObFrtTns	ObMITns	RampMin	AirMin	ASM(000)	RPM(000)	LF		

### DECODE

DirOrg	Dst	Car	Carrier/Flag	OrgApt	OrgWac	DstApt	DstWac
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro Untd Ki
O	JFK	LHR	AA_A	American Air	John F	New Yor	Heathro Untd Ki

## Segment by Equipment – Time Series Report

Monthly Periods [2001-11 thru 2002-02]  
Reported - Monthly Detail

### International Segment Database Report - Time Series Format

Dir	Org	Dst	Car	C	EqpCfg	DataItem	200111	200112	2002 1	2002 :	AC Type	Carrier/Flag	OrgApt	OrgWac	DstApt	DstWac
O	JFK	LHR	AA_A	F	6261	Depart Perf	-	-	-	-	767-300 Bo	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	Depart Perf	90	92	115	111	B-777 Boe	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	Depart Perf	33	1	4	4	B-777 Boe	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6911	Depart Perf	29	32	7	-	A300-600 Ai	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	Depart Perf	111	149	151	136	747-400 Bo	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LGW	BA_A	F	8751	Depart Perf	-	-	-	1	Concorde	British Airw	John F	New Yor	Gatwick	Untd Ki
O	JFK	LHR	BA_A	F	8751	Depart Perf	19	24	27	23	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	L	8751	Depart Perf	1	-	-	-	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6261	Onboard Pax	-	-	-	-	767-300 Bo	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6271	Onboard Pax	11,748	13,981	16,625	16,650	B-777 Boe	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	6271	Onboard Pax	5,149	132	396	671	B-777 Boe	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	AA_A	F	6911	Onboard Pax	2,997	3,696	1,155	-	A300-600 Ai	American Air	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	F	8191	Onboard Pax	21,620	31,684	28,905	28,260	747-400 Bo	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LGW	BA_A	F	8751	Onboard Pax	-	-	-	11	Concorde	British Airw	John F	New Yor	Gatwick	Untd Ki
O	JFK	LHR	BA_A	F	8751	Onboard Pax	828	924	984	563	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki
O	JFK	LHR	BA_A	L	8751	Onboard Pax	35	-	-	-	Concorde	British Airw	John F	New Yor	Heathro	Untd Ki
Total Out						Depart Perf	283	298	304	275						
Total Out						Onboard Pax	42,377	50,417	48,065	46,155						

## Airport Summary of Combined – Passenger Report

Monthly Periods [2001-11 thru 2002-02]  
Reported - Monthly Detail

International Airport Database Report - Passenger Data Format

Dir	Org	Car	C	Year	Pd	Dist	DepPer	Obpax	Seats	OnfPax	ASM(000)	RPM(000)	LF	Carrier/Flag	OrgApt	OrgWac
O	JFK	AA_A	F	2001	11	3,571	209	22,681	44,315	21,864	157,907	80,134	50.75	American Air	John F	New Yor
O	JFK	AA_A	F	2001	12	3,572	215	29,073	45,672	27,733	162,761	103,446	63.56	American Air	John F	New Yor
O	JFK	AA_A	F	2002	1	3,573	210	27,708	45,956	26,749	163,642	98,354	60.10	American Air	John F	New Yor
O	JFK	AA_A	F	2002	2	3,570	187	26,233	41,567	25,658	147,891	93,211	63.03	American Air	John F	New Yor
O	JFK	AA_L	F	2001	11	1,927	522	67,365	94,755	68,189	187,695	122,833	65.44	American Air	John F	New Yor
O	JFK	AA_L	F	2001	12	1,962	606	88,859	110,528	89,802	219,112	171,450	78.25	American Air	John F	New Yor
O	JFK	AA_L	F	2002	1	2,042	610	64,343	109,156	64,286	223,272	126,591	56.70	American Air	John F	New Yor
O	JFK	AA_L	F	2002	2	2,028	554	70,429	102,109	70,915	211,760	136,924	64.66	American Air	John F	New Yor
O	JFK	AA_T	F	2001	11	0	0	0	0	0	0	0	0.00	American Air	John F	New Yor
O	JFK	AA_T	F	2001	12	0	0	0	0	0	0	0	0.00	American Air	John F	New Yor
O	JFK	AA_T	F	2002	2	1,101	1	111	223	0	246	122	49.59	American Air	John F	New Yor
O	LGA	AA_L	F	2001	11	2,215	0	0	0	92	0	0	0.00	American Air	La Guar	New Yor
O	LGA	AA_L	F	2001	12	2,215	0	0	0	63	0	0	0.00	American Air	La Guar	New Yor
O	LGA	AA_L	F	2002	1	2,159	0	0	0	169	0	0	0.00	American Air	La Guar	New Yor
O	LGA	AA_L	F	2002	2	2,215	0	0	0	47	0	0	0.00	American Air	La Guar	New Yor
O	LGA	AA_T	F	2001	11	356	169	5,626	14,703	5,626	5,234	2,003	38.27	American Air	La Guar	New Yor
O	LGA	AA_T	F	2001	12	356	163	6,720	14,443	6,720	5,142	2,392	46.52	American Air	La Guar	New Yor
O	LGA	AA_T	F	2002	1	356	157	6,220	13,701	6,220	4,878	2,215	45.41	American Air	La Guar	New Yor
O	LGA	AA_T	F	2002	2	356	142	6,520	12,354	6,520	4,398	2,321	52.77	American Air	La Guar	New Yor
Total Out						2,062	3,745	421,888	649,482	420,653	1,493,938	941,996	63.05			
						Dist	DepPer	Obpax	Seats	OnfPax	ASM(000)	RPM(000)	LF			



## Airport Summary of Combined – Freight Report

Monthly Periods [2001-11 thru 2002-02]  
Reported - Monthly Detail

International Airport Database Report - Freight Data Format

Dir	Org	Car	C	Year	Pd	Dist	DepPer	TonsA	ObFrtTns	ObMITns	OnfFrtTns	OnfMITns	Carrier/Flag	OrgApt	OrgWac
O	JFK	AA_A	F	2001	11	3,571	209	9,757	1,032	223	1,025	212	American Air	John F	New Yor
O	JFK	AA_A	F	2001	12	3,572	215	9,980	1,341	313	1,326	308	American Air	John F	New Yor
O	JFK	AA_A	F	2002	1	3,573	210	10,107	924	255	921	255	American Air	John F	New Yor
O	JFK	AA_A	F	2002	2	3,570	187	9,113	952	354	960	354	American Air	John F	New Yor
O	JFK	AA_L	F	2001	11	1,927	522	17,270	471	53	475	53	American Air	John F	New Yor
O	JFK	AA_L	F	2001	12	1,962	606	19,936	470	78	479	80	American Air	John F	New Yor
O	JFK	AA_L	F	2002	1	2,042	610	19,695	351	70	353	71	American Air	John F	New Yor
O	JFK	AA_L	F	2002	2	2,028	554	18,012	445	65	445	65	American Air	John F	New Yor
O	JFK	AA_T	F	2001	11	0	0	0	0	0	0	0	American Air	John F	New Yor
O	JFK	AA_T	F	2001	12	0	0	0	0	0	0	0	American Air	John F	New Yor
O	JFK	AA_T	F	2002	2	1,101	1	53	8	1	0	0	American Air	John F	New Yor
O	LGA	AA_L	F	2001	11	2,215	0	0	0	0	0	0	American Air	La Guar	New Yor
O	LGA	AA_L	F	2001	12	2,215	0	0	0	0	0	0	American Air	La Guar	New Yor
O	LGA	AA_L	F	2002	1	2,159	0	0	0	0	0	0	American Air	La Guar	New Yor
O	LGA	AA_L	F	2002	2	2,215	0	0	0	0	0	0	American Air	La Guar	New Yor
O	LGA	AA_T	F	2001	11	356	169	1,918	0	0	0	0	American Air	La Guar	New Yor
O	LGA	AA_T	F	2001	12	356	163	1,896	0	0	0	0	American Air	La Guar	New Yor
O	LGA	AA_T	F	2002	1	356	157	1,790	0	0	0	0	American Air	La Guar	New Yor
O	LGA	AA_T	F	2002	2	356	142	1,611	0	0	0	0	American Air	La Guar	New Yor
Total Out						2,062	3,745	121,138	5,994	1,412	5,984	1,398			
						Dist	DepPer	TonsA	ObFrtTns	ObMITns	OnfFrtTns	OnfMITns			

## Airport Summary of Combined – Passenger and Freight Report

Monthly Periods [2001-11 thru 2002-02]

Reported - Monthly Detail

International Airport Database Report - All Data Format

Dir	Org	Car	C	Year	Pd	Dist	DepSch	DepPer	Obpax	Seats	TonsA	ObFrtTns	ObMITns	RampMin	AirMin	OnfPax	OnfFrtTns	OnfMITns	ASM(000)	RPM(000)	LF
O	JFK	AA_A	F	2001	11	3,571	211	209	22,681	44,315	9,757	1,032	223	88,802	81,405	21,864	1,025	212	157,907	80,134	50.75
O	JFK	AA_A	F	2001	12	3,572	217	215	29,073	45,672	9,980	1,341	313	92,590	84,822	27,733	1,326	308	162,761	103,446	63.56
O	JFK	AA_A	F	2002	1	3,573	212	210	27,708	45,956	10,107	924	255	88,420	80,045	26,749	921	255	163,642	98,354	60.10
O	JFK	AA_A	F	2002	2	3,570	187	187	26,233	41,567	9,113	952	354	76,078	69,624	25,658	960	354	147,891	93,211	63.03
O	JFK	AA_L	F	2001	11	1,927	533	522	67,365	94,755	17,270	471	53	136,121	121,066	68,189	475	53	187,695	122,833	65.44
O	JFK	AA_L	F	2001	12	1,962	608	606	88,859	110,528	19,936	470	78	161,947	144,626	89,802	479	80	219,112	171,450	78.25
O	JFK	AA_L	F	2002	1	2,042	612	610	64,343	109,156	19,695	351	70	171,652	152,493	64,286	353	71	223,272	126,591	56.70
O	JFK	AA_L	F	2002	2	2,028	557	554	70,429	102,109	18,012	445	65	154,022	137,149	70,915	445	65	211,760	136,924	64.66
O	JFK	AA_T	F	2001	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
O	JFK	AA_T	F	2001	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
O	JFK	AA_T	F	2002	2	1,101	1	1	111	223	53	8	1	181	148	0	0	0	246	122	49.59
Total Out						2,408	3,138	3,114	396,802	594,281	113,923	5,994	1,412	969,813	871,378	395,196	5,984	1,398	1,474,286	933,065	63.29

DECODE

Dir	Org	Car	Carrier/Flag	OrgApt	Org/Wac
O	JFK	AA_A	American Air John F	New Yor	
O	JFK	AA_A	American Air John F	New Yor	
O	JFK	AA_A	American Air John F	New Yor	
O	JFK	AA_A	American Air John F	New Yor	
O	JFK	AA_L	American Air John F	New Yor	
O	JFK	AA_L	American Air John F	New Yor	
O	JFK	AA_L	American Air John F	New Yor	
O	JFK	AA_L	American Air John F	New Yor	
O	JFK	AA_T	American Air John F	New Yor	
O	JFK	AA T	American Air John F	New Yor	

## Airport Summary of Combined – Time Series Report



Monthly Periods [2001-11 thru 2002-02]  
Reported - Monthly Detail

### International Airport Database Report - Time Series Format

Dir	Org	Car	C	Dataltem	200111	200112	2002 1	2002 2	Carrier/Flag	OrgApt	OrgWac
---	---	---	-	-----	-----	-----	-----	-----	-----	-----	-----
O	JFK	AA_A	F	Depart Perf	209	215	210	187	American Air	John F	New Yor
O	JFK	AA_L	F	Depart Perf	522	606	610	554	American Air	John F	New Yor
O	JFK	AA_T	F	Depart Perf	-	-	-	1	American Air	John F	New Yor
O	JFK	BA_A	F	Depart Perf	193	202	211	191	British Airw	John F	New Yor
O	JFK	BA_D	F	Depart Perf	-	-	-	-	British Airw	John F	New Yor
O	JFK	BA_T	F	Depart Perf	-	-	-	-	British Airw	John F	New Yor
O	LGA	AA_L	F	Depart Perf	-	-	-	-	American Air	La Guar	New Yor
O	LGA	AA_T	F	Depart Perf	169	163	157	142	American Air	La Guar	New Yor
O	JFK	BA_A	L	Depart Perf	1	-	-	-	British Airw	John F	New Yor
O	JFK	AA_A	F	Onboard Pax	22,681	29,073	27,708	26,233	American Air	John F	New Yor
O	JFK	AA_L	F	Onboard Pax	67,365	88,859	64,343	70,429	American Air	John F	New Yor
O	JFK	AA_T	F	Onboard Pax	-	-	-	111	American Air	John F	New Yor
O	JFK	BA_A	F	Onboard Pax	31,888	37,444	34,352	33,832	British Airw	John F	New Yor
O	JFK	BA_D	F	Onboard Pax	-	-	-	-	British Airw	John F	New Yor
O	JFK	BA_T	F	Onboard Pax	-	-	-	-	British Airw	John F	New Yor
O	LGA	AA_L	F	Onboard Pax	-	-	-	-	American Air	La Guar	New Yor
O	LGA	AA_T	F	Onboard Pax	5,626	6,720	6,220	6,520	American Air	La Guar	New Yor
O	JFK	BA_A	L	Onboard Pax	35	-	-	-	British Airw	John F	New Yor
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				Total Out	1,094	1,186	1,188	1,075			
				Total Out	127,595	162,096	132,623	137,125			
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transported for each of the three cabin configurations -- first class cabin, middle class cabin and coach class cabin for international operations, all U.S. carriers will only be required to report total available seats, total passengers enplaned and total passengers transported.

#### **FOREIGN AIR CARRIER CAPACITY DATA**

Effective July 1, 1997, foreign air carriers will be required to report available seats and available payload weight. The Department has been relying on commercial data sources to determine foreign air capacity data. In 53 FR 46284, November 16, 1988, the Department decided to use the commercial data sources on a trial basis. The Department has determined that the commercial data sources are inadequate to fulfill its existing needs.

This directive is issued under authority delegated in 14 CFR 385.27(b).

If you have any questions in this matter please contact Mr. Bernie Stankus on (202) 366-4387.

Timothy E. Carmody  
Director

Enclosure

**Office of the Secretary****14 CFR Parts 217 and 241****[Docket No. OST-96-1049]****RIN 2105-AC34****International Data Submissions by Large Air Carriers (Form 41 Schedules T-100, T-100(f), and P=1.2)****AGENCY:** Office of the Secretary, (DOT),.**ACTION:** Final rule.

**SUMMARY:** This rule reduces the period of confidential treatment of international nonstop segment and on-flight market data from three years to immediately following the Department's determination that the data base is complete, but no sooner than six months after the date of the data. It also requires collection of aircraft capacity data from foreign air carriers and rescinds the requirement that Group III (large U.S.) air carriers specify passenger enplanements, passengers transported, and seating capacity by cabin configuration. At the same time, the Department defers a final decision on changes to Schedule P-1.2-Statement of Operations. The issues pertinent to that schedule will be addressed in a supplementary notice of proposed rulemaking that will be completed soon.

In order to provide the reporting air carriers with additional time to make changes to their systems, we have established a period of several months between the effective date and compliance dates.

**DATES: Effective date.** This rule shall become effective on March 17, 1997.

**Compliance dates:** The compliance date for foreign air carriers to report the additional capacity data is July 1, 1997. The compliance date of the new reduced level of reporting for large U.S. Group III air carriers is July 1, 1997.

**FOR FURTHER INFORMATION CONTACT:** John Harman, Office of Aviation Analysis, or John Schmidt Office of Aviation and International Economics, Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 400 Seventh St. SW., Washington, DC 20590 at (202) 3661059 or 366--5420, respectively.

**SUPPLEMENTARY INFORMATION:**

## Background

On February 15, 1996, the Department of Transportation published a notice of proposed rulemaking (NPRM) (61 FR 5963) to make the changes summarized above. We also distributed over 500 copies of the notice to the aviation community. This rulemaking action was taken on the Department's initiative in order to make data available for planning and efficient resource allocation purposes, to ensure the accuracy of the data that are used by the Department in administering its program responsibilities, and to eliminate collection of data that are no longer needed for regulatory purposes.

We received comments from five U.S. air carriers: American Airlines (American), Federal Express Corporation (FedEx), Trans World Airlines (TWA), United Air Lines (United), and USAir; one foreign air carrier, Alia-the Royal Jordanian Airline (Royal Jordanian); the Airports Council International-North America (ACI-NA) whose member airports handle approximately 90% of the passenger traffic in the United States; and the Air Line Pilots Association (ALPA), the bargaining representative of more than 44,000 pilots of 38 airlines. Most commenters supported the rulemaking.

## Discussion of Comments

*(1) Confidentiality of International T-100 Data*

American, TWA, United, USAir, ACI-NA, and ALPA strongly supported reducing the period of confidentiality from three years to immediately following the Department's determination that the data base is complete, but no sooner than six months after the date of the data. In fact, American said that the data should be published as soon as the Department determines that the data base is complete and that there is little reason to impose an arbitrary requirement withholding release for a minimum of six months. United urged that the rule provide by its terms that the release date will be six months after submission and that any release beyond that date be the exception and not the rule. While that carrier appreciated that all data, both U.S. and foreign carrier, should be released at the same time and that database preparation delays may occur, it would prefer to have a fixed date for release rather than an open-ended one. With respect to American's suggestion, the Department did not initially propose to release international T-100 data in less than six months in deference to perceived carrier concerns that the data might be used for day-to-day competitive purposes and also because it expected that receipt, edit, and publication of the data from a large number of foreign carriers would take about six months. As regards United's view that we specify only a six month release date, while we fully expect to be in a position to make the data public within that time frame, [here may be circumstances where a slightly longer

period of time may be required. We have, therefore, decided to retain our proposed language stating that we will release the data following a determination by the Department that the database is complete, but no sooner than six months after the date of the data.

Royal Jordanian argued that the Department should seriously reexamine its proposal to amend the confidentiality afforded detailed nonstop segment and on-flight market data reported by foreign carriers under the T-100 program, and upon review, should maintain the current three-year confidentiality period for such data. Royal Jordanian proposed that, in the event the Department does not re-think this proposal in its entirety, it should at least maintain the three-year confidentiality period for traffic data in single-carrier markets. Royal Jordanian relied on the Department's analysis in the 1988 rulemaking for support of its statement. In commenting that there are no compelling reasons to modify the current protections of confidentiality on T-100 data, Royal Jordanian argued that "I-92 reports contain accurate data about the origin and destination traffic in specific international city-pair markets, which provides perfectly useful information for purposes of route planning and market analysis."

In response, we note that the I-92 data are not origin-destination data at all, but rather a count of the number of passengers onboard any flight segment arriving in or departing from the United States. As Royal Jordanian, itself, remarked, T-100 data is more comprehensive. More specifically, T-100 data include onboard data for non-stop segments operated into and out of the United States by both foreign and U.S. carriers as well as similar data for U.S. carrier flight segments operated beyond the foreign gateway. Moreover, they also include on-flight market data (similar to origin-destination data in that they tally the passengers traveling between any two points on that flight) for those flights operating into and out of the U.S. In addition, T-100 data include capacity and operational data for these flights such as seats, departures, aircraft type, and block hours. T-100 reports include U.S.-Canadian traffic whereas I-92 reports do not. Finally, T-100 incorporates both freight and passenger information whereas I-92 gives only the passenger cabin count. Because T-100 data are taken from airline records, there are other system data available to validate any questionable numbers.

U.S. carriers' activities in foreign markets, much of the foreign carrier activity that is in direct competition with the U.S. carriers is not reported. It said that the T-100 system should not undercut the U.S. position at negotiations because of the lop-sided reporting structure, but should be used primarily for internal U.S. analysis, recognizing its shortcomings. All these comments apparently refer to the fact that U.S. carriers report all international market and segment records, while foreign carriers only report those market and segment records that have a U.S. point. In order that U.S. air carriers not be placed at a competitive disadvantage because of data disclosure incompatibility, the Department, in its notice of proposed rulemaking, proposed to continue to restrict availability of nonstop segment and on-flight market data for segments involving no U.S. points for three years. For example, individual U.S. carrier data between two foreign airports would be held confidential for three years. (On this same subject, American Airlines argued for expanded reporting by foreign carriers, including disclosure of 'behind' and 'beyond' totals for reportable 'on-flight' traffic.) With respect to FedEx's concerns about flawed data, the timely use and scrutiny of these data by industry practitioners, once they are removed from the veil of confidentiality, can be expected to have a positive effect on the quality of data filed.

#### *(2) Reporting of Capacity Data by Foreign Air Carriers*

ACI-NA, TWA, United, and USAir explicitly supported the collection of minimal capacity data from foreign carriers and no commenter objected to the collection of these data. Significantly, Royal Jordanian, the only foreign carrier to comment, did not oppose the collection. As discussed under (4) Other Subjects, American suggested that we require expanded reporting by foreign carriers including disclosure of "behind" and "beyond" totals for reportable on-flight traffic. (Foreign carriers currently do file "beyond" U.S. data if the market includes a U.S. point. For example, Japan Airlines reports Los Angeles-Sao Paulo operations.) In supporting our proposal, TWA stated that it is not unreasonable to require two additional data items from foreign carriers and that, even with the new items, the burden placed on foreign carriers will be no worse than the burden placed on U.S. carriers by foreign governments. Similarly, United emphasized the fact that our proposal removes a discriminatory aspect of the previous rule that imposed a greater burden on U.S. carriers than on their foreign competitors. Total capacity, both U.S. and foreign, is important to analyze adequacy of service in a given market. We will, therefore, adopt the proposal that foreign carriers report both available seats and available payload weight.

#### *(3) Reduction of Data Reporting by Class of Service by U.S. Carriers*

Only United and USAir explicitly supported the reduction of data reporting by class of service by U.S. carriers. As mentioned above, American argued for expanded reporting by foreign carriers, saying that little cost is incurred by complying with the existing requirement to report passenger traffic and revenue by class of service while the reprogramming of data processing systems would impose an immediate burden. TWA did not believe that the Department's proposal would reduce reporting burden and did believe that it would deprive both the Department and the carriers of important information. The carrier suggested either requiring foreign carriers to report class of service information, restricting availability of the data only to those U.S. carriers that report it, or, in the extreme, collecting it and releasing it after six months despite foreign carriers' failure to provide similar information.

We are adopting our proposal to reduce the amount of data currently reported by the large Group III U.S. carriers by no longer requiring these carriers to report data by cabin configuration. In the NPRM, the Department stated that the proposal to reduce the number of data items would reduce the reporting burden on U.S. air carriers while providing for data comparability among all reporting carriers. Although American considered it unfortunate that we proposed to eliminate this level of detail and TWA stated that these data were very important, we find that the resulting comparability in reported data among all competing U.S. and foreign carriers with regard to this specific database outweighs the concerns raised by American and TWA. Moreover, since we find that the earlier release of data will be procompetitive, it is important, at the same time, to ensure that no carriers are adversely affected by a continuing requirement to report more detailed data than their competitors.

With regard to the Department's statement in the NPRM that the proposal to reduce the number of data items would reduce the reporting burden on U.S. air carriers, we have revised our position and we now acknowledge that American and TWA correctly pointed out that the proposal may produce an initial reporting burden. These carriers' comments have led us to assume that the reduction of the number of data elements may require some changes to computer programs that extract, process, and format the data for submission to the Department. We recognize that the impact of these changes will vary among airlines. However, no commenters (including American and TWA) submitted data that would help us to assess this burden. Our initial presumption is that changes to programs that involve relatively simple functions, such as data extraction and formatting, would not impose a significant burden. However, even if the required changes were significant, they would be onetime changes that would affect only the initial implementation. Over the long term, the reduced reporting requirements should lessen the total burden.

#### *(4) Other Subjects*

The commenters raised a number of other issues not directly relating to proposals made in the NPRM. These issues go beyond the scope of the current rulemaking, although there may be merit to some of them. With these issues in mind, we will continue to assess the quality of T-100 data received and ways to improve them. However, no action is being taken on the following subjects in this rulemaking.

FedEx asserted that the international air cargo data collected through the T-100 system is so severely flawed and unfair to U.S. carriers that the system should be abandoned. It suggested that the Department should seriously consider extending the exemption for cargo that presently covers domestic operations to the international sector. FedEx was specifically concerned about the reporting and publication of U.S. carrier Fifth Freedom data when similar data from foreign carriers is not collected or published. (American reflected this same concern when it requested expanded reporting by foreign carriers, including disclosure of "behind" and "beyond" totals for reportable "on-flight" data.) FedEx pointed out a similar data incompatibility that arises among vendors of international freight services when one company carries the freight on its own flights for the entire trip while another company (for example) carries the freight on its own flight(s) on the domestic part of the trip, but serves only as a freight forwarder, shipping its cargo on another carrier's flight(s), on the foreign part of the trip. FedEx also complained that the T-100 system only shows on-flight movements, so that any change in flight numbers results in either a double-counting problem (for U.S. carriers that transfer freight) or a gap in data (for freight moved off of a foreign carrier's flight originating in the U.S. onto a flight that does not touch the U.S.). The carrier noted that the on-flight market data only show where traffic is enplaned and deplaned, rather than its true origin. American urged the Department to require the same level of reporting from the foreign airlines as we require from U.S. carriers. Specifically, American suggested that we require expanded reporting by foreign carriers to disclose information on the "behind" and "beyond" totals for reportable on-flight traffic. Alternatively, American suggested that we create an enhanced origin and destination survey in which both U.S. and foreign carriers would be required to submit comparable data.

On another issue, ACI-NA urged the Department to require that commuter carriers operating aircraft with 19 or more seats file international data. They pointed out that no data are currently available on commuter services in transborder Canadian and Mexican markets and in U.S.-Caribbean markets, which are growing in importance. The Department recognizes the importance of these markets and the lack of available data. However, since the scope of this rulemaking applies only to large air carriers, the Department cannot apply these requirements to the commuter airline industry in this proceeding. Nevertheless, we will continue to monitor the need for and value of the data and will propose the necessary changes to reporting requirements that are needed to meet our analytical goals.

ACI-NA also urged the Department to add a requirement that airlines provide data on the citizen/alien breakout of their passengers. In support, they pointed out that the nationality data is key to calculating some of the direct and indirect benefits from foreign tourists and business travelers. They noted the precarious financial situation involving programs at the Department of Commerce, where the I-92 data showing passenger nationality are now produced, might have an impact on the currently available data. The timing of this rulemaking and the lack of resolution with regard to the future of the I-92 data, makes it impractical to consider the nationality issue as part of this rulemaking. Depending upon further developments with I-92 data, we may need to reconsider the matter.

TWA noted that the Department has not finalized its proposal of October 23, 1995, that U.S. carriers that are code sharing with foreign carriers be required to report both for the ticketing and operating carriers for code share traffic in their Origin and Destination reports. TWA urged the Department to act expeditiously to implement the new reporting requirements. This is beyond the scope of this rulemaking.