

Form 3B: On-Time Performance Data for Codeshare Flights (Short)⁹
(For Use Only by Marketing Carrier Following July 2017 OAEP Enforcement Policy
When There Is a Swap)

EXPIRATION DATE: 3/31/2025

Field	Description	Type	Length	Comments
A1	Marketing Carrier code	Character	2	Two letter IATA code
B1	Marketing Carrier Flight number	Character	Max length of 4	
A2	Scheduled Operating Carrier code	Character	2	Two letter IATA code
B2	Scheduled Operating Carrier Flight number	Character	Max length of 4	
A3	Actual Operating Carrier code	Character	2	Two letter IATA code
B3	Actual Operating Carrier Flight number	Character	Max length of 4	
C	Departure airport code	Character	3	Three letter Airport code
D	Arrival airport code	Character	3	Three letter Airport code
E	Date of flight operation	Num	8	Format ccyymmdd
F	Day of the week of flight operation	Num	1	Mon = 1, Sun = 7
G ¹⁰	Scheduled departure time as shown in Official Airline Guide (OAG)	Num	4	Local time 24 hour clock
J	Scheduled arrival time per OAG	Num	4	Local time 24 hour clock
V	Aircraft tail number	Character	6	

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CANCELLATION CODES:

A - Air Carrier
 B - Weather
 C - National Aviation System (NAS)
 D - Security

DELAY CODES:

E - Carrier Caused
 F - Weather
 G - National Aviation System (NAS)
 H - Security
 I - Late Arriving Flight (Initial)

Note: The data will be reported without summarization, with a separate flight record for each reportable operation. Flight records will be sequenced by date of flight (field E) within market (fields C and D), within flight number (fields B, B1, B2, B3).

Note: When a flight has been canceled before a specific aircraft has been assigned to that flight, you would leave field V (Aircraft Tail Number) blank, resulting in adjacent commas (e.g. NO data between the commas separating the fields).

⁹ A reporting carrier must use this form to report on-time performance data if: (1) the originally scheduled flight was a codeshare flight held out to the public with only one U.S. carrier designator code (that a flight is also held out under any number of foreign carrier designator codes is irrelevant to determining whether to report); (2) there was a flight substitution (Codeshare Swap); (3) the reporting carrier marketed the originally scheduled codeshare flight but did not operate the originally scheduled codeshare flight or the substitute codeshare flight; (4) the substitute flight was not an extra section flight; and (5) the substitute flight was operated by a reporting carrier.

¹⁰ For fields G and J, a carrier must provide information as it relates to the originally scheduled flight that was not operated and subject to the Codeshare Swap. All other fields relate to the substitute flight that was actually operated.