



UNITED STATES  
DEPARTMENT OF TRANSPORTATION

# PART 241, SECTION 19-8 PASSENGER ORIGIN- DESTINATION SURVEY

INSTRUCTIONS TO AIR CARRIERS FOR COLLECTING  
AND REPORTING PASSENGER ORIGIN-DESTINATION  
SURVEY DATA

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Bureau of Transportation Statistics, Office of Airline Information

## Contents

Overview .....	4
Reporting Period of Coverage .....	4
Data Due Dates .....	4
O&D Reporting Carriers .....	4
Reporting Carriers .....	4
Amendments to the Reporting Carriers List .....	5
Reportable Ticket Determination .....	5
Ticket Reporting Criteria .....	6
Selection of Sample .....	6
Category One/Two Tickets .....	6
Category One Ticket Criteria .....	6
Category Two Ticket Criteria .....	6
Data Reporting Recording .....	7
Recording of Data .....	7
Data Elements for Each Submitted Report .....	7
Data Elements for Each Submitted Ticket .....	7
Data Elements for Each Airport in the Ticket Sequence of Travel .....	8
Record Description: Passenger Origin-Destination Survey – Part 241 19-8 .....	11
Arrival at One Airport/Departing from Different Airport (Intermodal Transportation) .....	12
Ticketed Intermodal Transportation Reporting .....	12
Non-Ticketed Intermodal Transportation (Self-Connections) .....	12
Re-Issued Tickets .....	13
Summarization of Recorded Data .....	13
Record Format .....	13
Transmittal Letter .....	13
Waiver Requests .....	13
Quantity and Quality Controls .....	14
Control of Sampling Selection and Data Recording .....	14
Sample Accuracy and Reliability .....	14
Staff Review .....	14
Corrections .....	14

Glossary of Terms: .....	15
Appendix A: Examples of Category One and Two Tickets .....	19
Category One Tickets, Ticket Issued by Reporting Carrier* .....	19
First Stage Recognition .....	19
Second Stage Recognition.....	19
Category Two Tickets, Ticket Issued by Non-Reporting Carrier.....	20
First Reporting Carrier Rule.....	20
Appendix B: Carrier Transmittal Letter .....	21
Appendix C: Example Travel Sequences .....	22
Generic Data Layout.....	22
Roundtrip Travel Sequence With Contract Lift .....	23
Ground Travel Sequence – Non-Ticketed Intermodal Transportation .....	24
Ticketed Intermodal Travel Sequence - Bus .....	25
Ticketed Intermodal Travel Sequence - Train .....	26
Via Point Travel Sequence – Thru Flight .....	28
Via Point Travel Sequence – Thru Flight – Change of Gauge .....	29
One-way With Multiple Via Points.....	30
Dwell Time – Greater than 24 Hours .....	31
Dwell Time – Less than 24 Hours .....	32
Dwell Time – Arrive at One Airport/Depart from Another, Greater than 24 Hours.....	33
Dwell Time – Arrive at One Airport/Depart from Another, Less than 24 Hours .....	34
Dwell Time – Unknown From Category Two Issuing - Dwell Time ‘B’ (Break).....	35
Category 2 Non-Reporting Issuing Carrier, U.S. Carrier Reporting – Missing Ticket Information .....	36
Category 1 Immunized Foreign Issuing & Reporting Carrier .....	37
Category 2 Non-Reporting Foreign Carrier Issuing, U.S. Carrier Reporting .....	38
Category 2 Non-Reporting Foreign Carrier Issuing, Immunized Carrier Reporting – Travel Recognized One Month Later.....	39

## Overview

This document is intended to provide reporting guidance for the Origin and Destination (O&D) Survey data collection (C.F.R. 241 19-8). Carriers should contact the Office of Airline Information (OAI) with any issues unaddressed by this guidance.

**Reporting Period of Coverage:** Data submissions are required for each calendar month of the year. Data are due no later than 45 days following the end of each reporting month. Example calendar below is based on a 2025 year of reporting.

<b>Data Due Dates:</b>	<b>Report Due Date*</b>
January	March 17
February	April 14
March	May 15
April	June 16
May	July 15
June	August 14
July	September 15
August	October 15
September	November 14
October	December 15
November	January 14, 2026
December	February 17, 2026

\*Due dates falling on Saturday, Sunday, or national holiday will become effective the first following workday.

## O&D Reporting Carriers

### Reporting Carriers

As defined in Section 19–8 of the Department’s Economic Regulations (14 CFR Part 241), the O&D Survey collects data on revenue passenger trips moving in whole or in part on domestic and/or international scheduled Air Carrier services. The participants, known as Reporting Carriers, shall include all U.S. Certificated Air Carriers and Commuter Air Carriers conducting scheduled passenger service (except helicopter carriers). The Department will make available a validated Reporting Carrier List applicable to each reporting period to all participants 75 days prior to each reporting period. For purposes of determining reportable tickets a carrier should not be considered a Reporting Carrier by other Reporting Carriers until they appear on the published Reporting Carrier List provided by the Department.<sup>1</sup>

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<sup>1</sup> For purposes of determining reportable tickets the O&D Reporting Carrier list will contain carriers that must report under 14 CFR 241 19-8 as well as carriers that must report under 49 U.S.C. §§ 41308 and 41309 for certain Foreign Air Carriers granted antitrust immunity. Foreign Air Carriers granted antitrust immunity under 49 U.S.C. §§ 41308 and 41309 are not considered Reporting Carriers under 19-8 but do report the same data under different legal authority.

## Amendments to the Reporting Carriers List

DOT will maintain and provide an approved and validated list of Reporting Carriers. The list will be used by Reporting Carriers to determine if they are to submit Reportable Tickets (Category 1 or Category 2 tickets) to the O&D Survey. Carriers will be added to the Reporting Carrier List by the Office of Airline Information (OAI) as soon as administratively possible. Reporting Carriers will be provided access to the updated Reporting Carrier List at least 75 days prior to each reporting period at <https://esubmit.rita.dot.gov/OD-US-40.aspx>. Until a carrier appears on the Reporting Carrier List, they should not be considered a reporting carrier by other Reporting Carriers for the purpose of determining reportable tickets.

## Reportable Ticket Determination

A Reportable Ticket evaluation must occur when a Reporting Carrier's revenue accounting system recognizes that a ticket has been flown, referred to as flown lift usage<sup>2</sup>. The full evaluation will inform the Reporting Carrier if a ticket in their system meets the full criteria that will require the ticket be reported. All tickets recognized by a Reporting Carrier's revenue accounting system that meet the reporting criteria, regardless of market size, carrier size, or size of aircraft the carrier operates, are to be reported.

Situations may occur where the Reporting Carrier's revenue accounting system identifies a ticket from a flight that occurs after the first flight in the ticket sequence. This may occur when the first flight in the ticket sequence is not used for travel or the Reporting Carrier's revenue accounting system does not recognize the first flight in the ticket for some other reason. When this occurs, the second (or subsequent) flight being recognized by the revenue accounting system should trigger the O&D reportable ticket evaluation process. Should a Reporting Carrier's evaluation process determine the ticket is reportable using the O&D reporting criteria, the Reporting Carrier is responsible for reporting the complete ticket information as sold at the time of the Reporting Event.<sup>3</sup>

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<sup>2</sup> Flown lift usage is a record in the accounting system of a reporting carrier that represents a passenger ticket coupon that has been used by the passenger for passage on a flight.

<sup>3</sup> The purpose of the O&D collection is to capture the ticket sequence and purchase price paid by the consumer at the time of the consumer transaction but only for tickets that have flown lift usage. It is for this reason that the information to be reported should be reported as sold rather than as operated. For example, if a ticket's flight sequence changes for weather on the same day as the first lift usage, such adjustments for day of irregular operations have nothing to do with the consumers intended purchase. The "as sold" state of a ticket should be reflected as of the first flown lift usage. No changes should be made to the "as sold" snapshot of the ticket once the first lift occurs.

## Ticket Reporting Criteria

### Selection of Sample

The O&D collects a 40% sample of passenger tickets sold. Reporting Carriers using a standard ticket document numbering system will report information on tickets with the right-most ticket digit (excluding check digits) of a primary ticket in the case of conjunction tickets equal to “0” (zero), “2” (two), “7” (seven) or “9” (nine) that also meet the Category 1 or Category 2 criteria. Any Reporting Carrier that does not assign a ticket number must develop an alternative method of creating a valid 40% sampling of data from tickets they collect. The alternative method must be approved by the Office of Airline Information at least 90 days prior to the implementation of an alternative sampling methodology.

### Category One/Two Tickets

A ticket will be reported when 1) the sampling criteria are met, and, 2) the ticket meets the additional criteria of either a Category One or Category Two ticket.

#### Category One Ticket Criteria

Tickets issued by a Reporting Carrier that appears on the Reporting Carrier List are known as Category One tickets. These tickets will be reported by the Reporting Carrier if the sampling process criteria conditions are satisfied. The carrier that issues the ticket remains the Reporting Carrier regardless of which flight from the ticket is first recognized by the revenue accounting system as the first flown lift usage.

#### Category Two Ticket Criteria

Tickets issued by carriers that do not appear on the published Reporting Carrier List are considered Category Two Tickets. When a Reporting Carrier that appears on the Reporting Carrier List has flown lift usage of the Category Two ticket it must be examined by the Reporting Carrier to determine if the ticket must be reported using The First Reporting Carrier rule:

The First Reporting Carrier Rule: When a Reporting Carrier<sup>4</sup> has flown lift usage of a Category Two Ticket, the ticket must be evaluated to determine if the carrier appears as the first Reporting Carrier in the ticket’s sequence of travel. The first Reporting Carrier in the ticket’s sequence of travel will be responsible for submitting a Category Two ticket to the Department if the sampling criteria are also met. The first Reporting Carrier in the sequence of a Category Two ticket remains the responsible Reporting Carrier regardless of which flight from the ticket is first recognized by the evaluating carrier’s revenue accounting system.

Examples of reporting Category One and Category Two Tickets appear in Appendix A.

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<sup>4</sup> The carrier must also appear on the published Reporting Carrier list.

## Data Reporting Recording

### Recording of Data

The recording of data consists of taking a snapshot of the information as sold and reporting this information as an O&D Survey record at the time the Reporting Event evaluation occurs, and it is determined the ticket is reportable. The detail recorded for each ticket must contain the elements listed below:

#### Data Elements for Each Submitted Report

- a) **Reporting Carrier** – U.S. Certificated Carrier/Commuter Air Carrier that is required to report O&D data to the Department.
- b) **Reporting Year** – The year applicable to the report submission. In most cases this will correspond to the year the first coupon of the flight is flown.
- c) **Reporting Month** – The month applicable to the report submission. In most cases this should correspond to the month the first coupon of the ticket is flown<sup>5</sup>.

#### Data Elements for Each Submitted Ticket

- d) **Record Identification Number (RIN)** – A Reporting Carrier assigned number that uniquely identifies each reported ticket within each of their reporting periods.
- e) **Issuing Carrier** – the IATA/DOT code for the air carrier that issued the air travel ticket.
- f) **Total Amount** – The gross total of funds collected on a ticket by the Issuing Carrier for the transportation of a passenger, inclusive of taxes and fees imposed by non-carrier entities or air carriers, and exclusive of ancillary fees not required to board the plane charged by the air carrier. See 14CFR241 19-8.2 Definitions “Total Amount” for a detailed description of this element. The Reporting Carrier should record the value in US dollars rounded to two decimal places and use the same approach to currency conversion for O&D reporting purposes that is generally accepted within the industry.
- g) **Tax Amount** – All aggregated taxes and fees imposed by the U.S., government entities, or a foreign government, such as, but not limited to, Federal excise taxes, flight segment taxes, U.S. passenger facility surcharges, September 11 security fees, U.S. or international departure and arrival charges, and immigration charges. Taxes and mandatory fees charged by other foreign authorities, such as passenger service charges and airport taxes, are also considered part of Tax Amount. Taxes are to be reported as a lump sum and not an itemization of individual taxes. Carriers should do their best to properly classify those fees imposed on them by a non-air carrier entity compared to other carrier-imposed fees that may be labeled in such a way as to appear as a non-air carrier entity fee (i.e., fuel surcharges.) The Reporting Carrier should record taxes paid in US dollars rounded to two decimal places and use the same approach to currency conversion as is generally accepted within the industry and GAAP principles.

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<sup>5</sup> Report tickets in the month the reporting event is recognized, even if the month of the first coupon is in a previous month.

- h) **Purchase Window Group** - one of three groups indicating the advance purchase window of the ticket. "21AP" is less than or equal to 21 days prior to departure, "2290" is 22 to 90 days prior to departure, and "91UP" 91 or more days prior to departure.

### Data Elements for Each Airport in the Ticket Sequence of Travel

The remaining required ticket elements are related to the complete routing sequence from the first airport to the last airport.

- i) **Scheduled Flight Year** – Year for a departure from an airport in the sequence of travel. Use of the term scheduled indicates to provide the value at the time of sale for the ticket.
- j) **Scheduled Flight Month** – Month for a departure from an airport in the sequence of travel. Use of the term scheduled indicates to provide the value at the time of sale for the ticket.
- k) **Airport Code** – For each airport, enter the IATA/DOT Code(s) listed on a ticket's sequence of travel. All airports listed in the sequence of travel shall be recorded. Codes to be used are those appearing in an official airline schedule source at the time the data are being recorded. Airport codes should be recorded as they appear on the ticket unless a code is incorrect. For instance, if a ticket is coded DCA-NYC, Washington/Reagan to New York, but the actual flight stage operated is from Washington/Reagan to Newark (EWR), record the correct airport codes, DCA-EWR. When only name spellings of a city appear on the ticket for multi-airport cities (such as Washington, New York, San Francisco, or Los Angeles), record the specific IATA/DOT airport code for the airport used. Record any non-air terminal code that appears on the ticket as it appears.
- l) **Via Airport(s)** – Point(s) of stopover at intermediate airports as part of a "direct" or "thru" flight. These points are not usually recorded on a ticket as the passenger does not generally deplane from the aircraft at the intermediate point. Via Point airports are always associated with the airport on the ticket that immediately precedes the Via Point Airport(s). If there are multiple consecutive Via Point airports in an itinerary, list each airport separated by a colon ":" in the Via Point element. The maximum limit is seven (7) consecutive Via Point stops per airport on the ticket. IATA/DOT airport codes from an official schedule source are to be used. Diversions are not considered Via Point airports. If there are not any Via Point airports, then provide a null ('blank') for this element.



### *Example #1*

A passenger is traveling from IAD to SFO, via ORD, and both segments have the same flight number. In this example, the ticket may only have a flight-coupon stage issued for IAD-SFO. The intermediate stop over point (the Via Airport) is ORD. The Via Airport element for IAD, the airport that immediately precedes the stopover at ORD, shall be populated with the Via Airport information, in this example ORD. In the case of multiple consecutive Via Airports for a flight-coupon stage, list each Via Airport in the proper sequence of travel separated by a colon ":" in the Via Airport element for the airport that immediately precedes the first Via Airport for that flight-coupon stage, up to seven Via Airports.

- m) **Dwell Time**<sup>6</sup> – Scheduled elapsed time (in minutes) between each ticketed coupon. Dwell time is not required to be reported at Via Airport stops. When dwell time exceeds 1,440 minutes, or 24 hours, report "9999". Dwell time is always associated with the Airport from which the passenger is departing except for non-ticketed segments. For non-ticketed segments between airports in the sequence of travel, calculate the dwell time for a departure airport by subtracting the arrival time at the previous airport in the sequence from the departure time at the departure airport.<sup>7</sup> There will be no dwell time reported for the first airport in the sequence of travel, the last airport in the sequence of travel or for Via Point(s). All dwell times should be rounded up to the nearest whole minute.

### *Example #1 (Arrive and depart same airport)*

Passenger arrives at an airport in the ticket sequence of travel, New York LaGuardia (LGA), and departs from LGA as ticketed by air. The Dwell time recorded for LGA should be the difference between the departure time at LGA and the arrival time at LGA as ticketed rounded to the nearest whole minute. If dwell time is greater than 1440 minutes (24 hours), record '9999'.

### *Example #2 (Arrive one airport but depart a different airport - not ticketed)*

Passenger arrives at an airport in the ticket sequence of travel, New York LaGuardia (LGA), and departs from New York John F. Kennedy (JFK) and is not ticketed for travel between LGA and JFK. The passenger "self-connects", transfers between LGA and JFK by a non-ticketed mode of travel. Record '-1' for dwell time at LGA indicating a self-connect. Dwell time for JFK is the difference between the departure at JFK and arrival at LGA. If dwell time is greater than 1440 minutes (24 hours), record '9999'.

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<sup>6</sup> In cases where a carrier is unable to determine Dwell Time between coupons insert a "B" (for break) in the appropriate dwell time slot where the reporting carrier provides an estimate of where in the itinerary the trip break occurs.

<sup>7</sup>For non-ticketed segments, that is a point in the sequence of travel where the passengers ticket shows arrival at one airport but a departure from a different airport, and ticketed segments that contain non-air mode travel, record "-1" as the dwell time.

*Example #3 (Arrive one airport by a mode other than air - ticketed)*

Passenger arrives at an airport in the ticket sequence of travel, New York LaGuardia (LGA), by bus and the bus is ticketed, has a flight number, and is listed in an official schedule source. Record '-1' for dwell time at LGA.

- n) **Operating Carrier Code** – The carrier or entity that has operational control over the seat that is scheduled to depart as ticketed from a terminal. For each Operating entity, enter the IATA/DOT carrier code for the air carrier in control of the aircraft that is scheduled to depart the airport. All Operating Carriers listed in the sequence of travel shall be recorded, including certificated air carriers, commuter air carriers, and foreign flag carriers, or air taxis. Codes to be used are those appearing in an official schedule source at the time the ticket is sold<sup>8</sup>. Intermodal travel occurring as the first point or the last point in a travel sequence should not be recorded unless the segments are designated with an airline flight number, appear on the ticket, and have a designator code that appears in an airline scheduled source. When Intermodal transportation is included, populate the Operating Carrier using International Air Transport (IATA) Standard Schedules Information Manual (SSIM) Aircraft Codes: TRN-train; BUS-bus; HOV-hovercraft; LMO-Limo; or LCH-Boat;
- o) **Marketing Carrier Code** - The air carrier that markets the seat, regardless of whether it operates the segment. For each Marketing Carrier in the ticket sequence of travel, enter the IATA/DOT carrier code for the air carrier that marketed the seat that is scheduled to depart the airport. Codes to be used are those appearing in an official schedule source at the time the data are being recorded. This includes all ticketed travel including intermodal segments when they appear on the ticket and are marketed by an air carrier, assigned a flight number, and appear in an official schedule source.

See Appendix C for example itineraries coded in the proper submission format.

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<sup>8</sup> See Arrival at One Airport/Departing from Different Airport (Intermodal Transportation) section for details on the proper reporting of marketing and operating carrier for intermodal segments.

## Record Description: Passenger Origin-Destination Survey – Part 241 19-8

Following the selection of Reportable Tickets, the data elements are to be recorded in the sequence of occurrence in the ticket as follows:

- 40% Sample, Tickets Ending in 0, 2, 7, 9**
- Maximum number of airports in a travel sequence is 24
  - Dwell Time In Minutes, 1 to 1440 when >1440 then 9999, -1 for ground
  - For ground dwell time subtract last air arrival from next air departure

		Field	Length	Data Type	
Submission Elements		Reporting Carrier	2/3	txt	
		Reporting Year	4	int	
		Reporting Month	2	int	
Ticket Elements		Record Identification Number (RIN)	14/15	txt	
		Issuing Carrier	2/3	txt	
		Total Amount	8.2	num	
		Tax Amount	8.2	num	
		Purchase Window Group	4	txt	
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	4	int	
		Scheduled Flight Month	2	int	
		Airport Code	3	txt	
		Via Airport (if any)	27	txt	
		Operating Carrier Code	2/3	txt	
		Marketing Carrier Code	2/3	txt	
	2nd Airport Group	Scheduled Flight Year	4	int	
		Scheduled Flight Month	2	int	
		Airport Code	3	txt	
		Via Airport (if any)	27	txt	
		Dwell Time	4	int	
		Operating Carrier Code	2/3	txt	
	3rd Airport Group	Scheduled Flight Year	4	int	
		Scheduled Flight Month	2	int	
		Airport Code	3	txt	
		Via Airport (if any)	27	txt	
		Dwell Time	4	int	
		Operating Carrier Code	2/3	txt	
	Marketing Carrier Code	2/3	txt		
	...				
	22nd Airport Group	Scheduled Flight Year	4	int	
		Scheduled Flight Month	2	int	
		Airport Code	3	txt	
Via Airport (if any)		27	txt		
Dwell Time		4	int		
Operating Carrier Code		2/3	txt		
23rd Airport Group	Scheduled Flight Year	4	int		
	Scheduled Flight Month	2	int		
	Airport Code	3	txt		
	Via Airport (if any)	27	txt		
	Dwell Time	4	int		
	Operating Carrier Code	2/3	txt		
Marketing Carrier Code	2/3	txt			
		Last Airport Code (to be entered into the Airport Code field of the first Airport Group that does not contain a Scheduled Flight Year/Month, see test data for examples)	3	txt	

The maximum number of airports in a ticket sequence of travel is 24 and therefore the maximum number of Airport Groups is 23. For trips containing more than 24 airports the ticketed origin and destination are retained, but the intermediate routing is compressed by applying the following rules, in sequence:

- (a) Combine any contiguous open, unknown carrier, or surface stages eliminating the intermediate point(s) between them;

- (b) Combine any contiguous stages via the same non-U.S. operating and marketing carrier, eliminating the intermediate point(s) between them;
- (c) Combine any contiguous stages via different non-U.S. carriers, making the carrier “XX”, eliminating the intermediate points between them;
- (d) Combine any contiguous stages via the same U.S. operating and marketing carrier, eliminating the intermediate points between them and;
- (e) If the trip, after applying the four steps above, is still too long, record the compressed routing through to the final departure airport (twenty-third Airport Group), enter ” “ as the final carrier, and then record the ticketed destination as the next (24th) airport.

Do not fill in blanks past the number of travel sequence elements. For example, if a ticket has four stages only fill in information out to the 5<sup>th</sup> airport nothing for 6 through 24.

### Arrival at One Airport/Departing from Different Airport (Intermodal Transportation)

In cases where a passenger trip contains an intermodal segment the reporting of the intermodal segment is determined by whether the intermodal connection is recorded on the ticket.

#### Ticketed Intermodal Transportation Reporting

When an intermodal connection is recorded as part of the ticket (including with a flight number and appears in an airline schedule source), carriers should record any departing intermodal points and any arriving intermodal points as they appear on the ticket no matter where in the ticket the intermodal points appear (the first segment of travel, somewhere in the middle of the air travel segments, or the last segment of travel). The Operating Carrier for any such trips shall be recorded as the appropriate International Air Transport Association (IATA) Standard Schedules Information Manual (SSIM) Aircraft Group code. This information appears on the schedule record that can be associated with each ticketed trip. Valid codes found in the manual and the schedule records are “BUS” Bus, “TRN” Train, “HOV” Hovercraft, “LCH” Boat, and “LMO” Limousine for passenger services. Enter “-1” for dwell time.

#### Non-Ticketed Intermodal Transportation (Self-Connections)

In cases where a passenger arrives at one airport and departs from a different airport, such as when the passenger arrives at San Francisco (SFO) and departs from Oakland (OAK) and no intermodal information is recorded on the ticket (a passenger self-connection):

For the arrival airport in the sequence (SFO in this example), enter a surface segment indicator hyphen hyphen (--) in the place of the Operating Carrier and Marketing Carrier and “-1” for dwell time. If Scheduled Year/Month are not known, use the previous air segment’s Scheduled Year/Month.

For the next airport in the sequence, the departure airport of OAK in this example, record the departure Airport Code, the Operating Carrier from the departure airport (OAK), the Marketing Carrier from the departure airport (OAK), the dwell time at the departure airport (departure time from OAK minus the arrival time at the prior arrival airport (SFO)). See **Dwell Time** definition for additional information.

Self-connections should only be reported for trips that occur between two flight segments. Do not report self-connections that occur at the beginning or end of a ticket.

See Appendix C for example itineraries coded in the proper submission format.

The reported Total Amount for each issued ticket shall be in USD (US Dollars) and should be rounded to two decimal places. USD conversion should use standard currency conversion methodology that is generally accepted within the industry. There is no Dwell Time element for the first airport in a ticket routing sequence. There is no Scheduled Year, Scheduled Month, Dwell Time, Operating Carrier, Marketing Carrier, or Via Airport recorded for the last airport in the sequence of travel.

### Re-Issued Tickets

Situations may occur where a passenger ticket is re-issued (partial reissue) after the Reporting Event has occurred but not before the transportation for the ticket is completed. The original ticket submission should not be changed in this circumstance. The partial re-issued ticket should not be submitted as a Reportable Ticket even if it meets other submission criteria.

### Summarization of Recorded Data

Ticket data should not be summarized when reporting. Every Reported Ticket should be assigned a Record Identification Number that will uniquely identify each ticket reported.

### Record Format

The Origin and Destination Survey reports should be submitted as a pipe “|” delimited string variable length record. The file format extension should be .CSV. The data should be uploaded using the designated application process.

See Appendix C for example itineraries determined in the proper submission format.

### Transmittal Letter

A letter certifying the reporting year, month, carrier name, carrier address, total number of records submitted which should correspond to the total number of Reported Tickets, file name, and name and signature of the Revenue Accounting Department Lead should be submitted with each data submission. The transmittal letter is to be submitted as a .PDF document.

See Appendix B for a sample transmittal letter.

### Waiver Requests

Carriers requesting permission to depart from these procedures should include a procedural statement describing the process the carrier proposes to employ in examining, selecting and editing the data from Reportable Tickets as well as a flow chart diagramming the proposed procedures. This statement should be sent to the Office of Airline Information.

## Quantity and Quality Controls

Carriers are expected to establish and maintain continuous quantity and quality controls on the flow of all Reportable Tickets through their system processes to determine the total number of tickets evaluated and the number of Reportable Tickets selected. Such data controls and tests have not been specified by the Department and must be developed by each carrier. Each Reporting Carrier should develop and use on a continuous basis such control tests as are necessary to ensure that all Reportable Tickets are selected, recorded, and reported as intended by these O&D Survey Instructions. Such controls should extend over all processing, both in-house and those from external 3<sup>rd</sup> party service providers.

## Control of Sampling Selection and Data Recording

### Sample Accuracy and Reliability

To maximize the accuracy and reliability of the sample selection and data recording, each carrier should:

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

## Staff Review

The Office of Airline Information staff will review the carrier procedures and practices and may request modifications or the use of special procedures necessary to improve the sample selection or to enhance the controls for accuracy and reliability.

## Corrections

Carriers should not re-report a ticket under the O&D Survey rules following the Reporting Event except when:

- (1) The volume of corrections on the tickets reported with errors is sufficient to warrant the expense of the corrective measures as determined by the DOT in consultation with the Reporting Carrier or;
- (2) The cumulative Total Amount of funds on the tickets reported with errors is sufficient to warrant the expense of the corrective measures as determined by the DOT in consultation with the Reporting Carrier.

When the DOT approves the re-reporting of corrected tickets, the Reporting Carrier should coordinate with the DOT to identify the problem records in a way that the DOT can properly prepare for the new data prior to the arrival of the corrected records.

## Glossary of Terms:

**Airport** see Origin or Destination

**As Sold** means to report ticket information as it appears on the ticket at the time the ticket was issued or reissued prior to first known flown lift usage. This does not mean to report obvious errors or inaccurate information. For example, if a ticket is sold as NYC the reporting carrier is responsible for reporting the specific airport used in the New York area.

**Commuter Air Carrier** means a commuter air carrier as defined in 14 CFR 298.2.

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

**Coupon** (See Flight-Coupon)

**Destination** means the airport code or terminus in the ticket sequence of travel where a passenger deplanes from a flight. Qualifying airports or terminus will be specified periodically in accounting and reporting directives issued by the OAI. Airport, or terminus, codes are most commonly assigned by the International Air Transport Association (IATA) and occasionally by the International Civil Aviation Organization (ICAO) or the Federal Aviation Administration (FAA) depending on the jurisdiction of the airport. A common private industry source of these industry designator codes is 3<sup>rd</sup> party schedule products and OAI will use one of these products as a source where possible. Where none exists, OAI will furnish a code upon request.

**Dwell Time** means scheduled elapsed time (in minutes) between each ticketed coupon. Dwell time is not required to be reported at Via Airport stops. When dwell time exceeds 1,440 minutes, or 24 hours, report "9999". A '-1' dwell time value is to be entered for air to surface segments. In cases where a carrier is unable to determine Dwell Time between coupons insert a "B" (for Break) in the appropriate dwell time slot where the reporting carrier provides an estimate of where in the itinerary the trip break occurs. See Appendix for example.

**Eligible Ticket** means a ticket that meets the 40% sampling criteria where the right-most digit (excluding the check digit) is equal to "0" (zero), "2" (two), "7" (seven) or "9" (nine) of a primary ticket in the case of a conjunction ticket when following the standard sampling procedure. For ad-hoc procedures, an eligible ticket is any ticket that meets the approved sampling procedure selected.

**Flight Coupon** means a defined origin and destination for a single stage of flight provided by a single Operating Carrier. Tickets are composed of one or more flight stages, also known as coupons or coupon stages.

**First Reporting Carrier Rule** means a rule applied during the Reporting Event Evaluation. The rule states that the first Reporting Carrier in the sequence of travel for a Category Two ticket is designated as the carrier responsible for reporting the ticket.

**Flown Lift Usage** is a record or indicator in the accounting system of the issuing carrier that represents a passenger ticket coupon that has been used by the passenger for travel on a flight.

**Intermodal Transportation** is when a ticket includes a segment of transportation not conducted by an airline, but instead by a Bus, Train, Boat, Car or Hovercraft.

**International Ticket** means a ticket that involves an international point and is submitted by a Reporting Carrier, or a ticket submitted under 49 U.S.C. §§ 41308 and 41309 for certain foreign air carriers granted antitrust immunity that includes a Reporting Carrier (or affiliate) operated leg in an itinerary. An international point is a point that resides outside of the 50 States. U.S. territories and possessions are considered International Points.

**Issuing Carrier** means an air carrier or foreign air carrier that issues an air travel ticket.

**Marketing Carrier** means the air carrier that markets the flight and/or seat on that flight, regardless of whether it operates the flight segment.

**Operating Carrier** means the carrier that has operational control over the aircraft that is scheduled to depart from an airport. Operating carriers may be other than air carriers in the case of an intermodal segment sold as part of the ticket<sup>9</sup>.

**Origin** means an airport or terminus in the ticket sequence of travel where a passenger boards a flight stage. Qualifying airports or terminus will be specified periodically in accounting and reporting directives issued by the Office of Airline Information. Airport, or terminus, codes are most commonly assigned by the International Air Transport Association (IATA) and occasionally by the International Civil Aviation Organization (ICAO) or the Federal Aviation Administration (FAA) depending on the jurisdiction of the airport. A common private industry source of these industry designator codes is 3<sup>rd</sup> party schedule products and OAI will use one of these products as a source where possible. Where none exists, OAI will furnish a code upon request.

**Purchase Window Group** means one of three groups indicating the advance purchase window of the ticket. "21AP" is when the ticket issue date is less than or equal to 21 days prior to the first departure, "2290" is when the ticket issue date is 22 to 90 days prior to the first departure, and "91UP" is when the ticket issue date is 91 days or more prior to the first departure.

**Record Identification Number (RIN)** means an air carrier assigned number that uniquely identifies each ticket within each reporting period. An example of a RIN is "XX250700000001". "XX" represents the reporting carrier of the itinerary ("XXX" if carrier code is three letters); "25" represents the year of submission (i.e. 2025); "07" represents the month of reporting; and "00000001" represents the first

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<sup>9</sup> See Arrival at One Airport/Departing from Different Airport (Intermodal Transportation) section for details on the proper reporting of marketing and operating carrier for intermodal segments.



itinerary on the file, this number increases sequentially based on the number of itineraries being submitted.

**Reporting Carrier** means, the U.S. Certificated Air Carrier or Commuter Air Carrier that is required to report O&D under 14CFR241 19-8 and reports a given itinerary to the Department.

- However, if a carrier is not on the list, they do not have to report an itinerary. If the carrier does not issue tickets and are not the first carrier in an itinerary sequence, the carrier will not report the itinerary even though the carrier is still a reporting carrier.
- Although some foreign carriers report O&D under 49 U.S.C. §§ 41308 and 41309 and may be found on the reporting carrier list for purposes of data processing, they are not considered a reporting carrier under 14CFR241 19-8.

**Reporting Event** means the occurrence of a Reporting Carrier recognizing that a ticket has been flown and evaluating the ticket to determine if it should be reported to the O&D.

**Reporting Carrier List** means a list maintained and published by the Office of Airline Information (OAI). Carriers report O&D data consistent with these regulations, but a carrier is not required to report until OAI adds the carrier to the Reporting Carriers List. Carriers must also determine the responsible reporting carrier for Category Two tickets using the first reporting carrier rule and should use the Reporting Carriers List to determine the responsible reporting carrier.

**Reporting Month** means the month applicable to the report submission.

**Reportable Ticket** means that the combination of flown lift usage, sampling process criteria, and the Category One and Category Two ticket evaluation determines that a ticket is reportable.

**Reporting Year** means the year applicable to the report submission.

**Revenue Passenger** has the same meaning as the definition in 14 CFR § 241 Section 03 - Definitions for Purposes of This System of Accounts and Reports - Passenger, Revenue.

**Routing** means the sequence of travel for each flight stage including all intermediate points of routing stopover or connection (interline or online) in the movement of the passenger from the first airport in the sequence of travel to the last airport in the sequence of travel for the ticket.

**Scheduled Flight Month** means month for a departure from an airport in the sequence of travel for a ticket.

**Scheduled Flight Year** means year for a departure from an airport in the sequence of travel for a ticket.

**Scheduled Service** means transport service held out and operated on a certificated air carrier or commuter carrier's routes pursuant to published flight schedules, including extra sections of scheduled flights.

**Tax Amount** means all aggregated taxes and fees imposed by the U.S., government entity, or a foreign government, such as, but not limited to, Federal excise taxes, flight segment taxes, U.S. passenger

facility surcharges, September 11 security fees, U.S. or international departure and arrival charges, and immigration charges. Taxes and mandatory fees charged by other foreign authorities, such as passenger service charges and airport taxes, are also considered part of Tax Amount.

**Ticket** means a legal contract between an Issuing Carrier and a Revenue Passenger for transportation.

**Total Amount** means gross total of funds collected on a ticket by the Issuing Carrier for the transportation of a passenger, inclusive of taxes and fees imposed by non-carrier entities or air carriers, and exclusive of ancillary fees not required to board the plane charged by the air carrier. Factors considered in determining what should be included in the Total Amount are as follows:

Total Amount includes charges required to board the aircraft (domestic and international) that are recognized as revenue at the time of purchase of the ticket and at the time of first lift of the ticket.

- (a) Where a charge assessed at the time of purchase of the ticket is associated with a choice, such as seat assignment, where the consumer must pay the fee or charge regardless of the choice made, the charge is considered part of the Total Amount.

The Total Amount does not include charges for optional services (services offered which the consumer may choose not to utilize and thus not incur the fee or charge) such as baggage fees, seat upgrade fees, or ticket change fees. When a fee is assessed and there is a no cost option, that fee is considered an ancillary fee. When a fee is assessed for a service that provides something distinct from the air travel product then that fee is considered an ancillary fee.

The term Total Amount should align with standard passenger ticket documents; however, for air carriers that do not follow such standards or have, or may have, created new fees that may not be included in the standard passenger ticket document and yet are required to be paid to board the aircraft, these must also be included in Total Amount.

Based on the criteria above, the following is a non-exhaustive list of carrier-imposed fees and charges that must be reported as part of the Total Amount of the ticket: fuel surcharges, carrier usage charges, carrier interface fees, check-in fees, electronic usage charges, peak/holiday travel fees, transaction processing charges, and credit card surcharge fees. When a customer is assessed a fee based on how the customer acquires a ticket to board the aircraft, a booking fee, the fee is included in the Total Amount. Being required to pay a fee or charge for electronic or phone booking where there is no fee for purchase at the counter must be reported in the Total Amount. Being charged a call center fee for booking by phone when the customer could have booked online at no charge is not an example of a booking fee that must be reported. Carriers must also include all taxes and fees imposed by the U.S. or a foreign government, such as, but not limited to, Federal excise taxes, flight segment taxes, U.S. passenger facility surcharges, September 11 security fees, U.S. or international departure and arrival charges, and immigration charges. Carriers must also include taxes and mandatory fees charged by other foreign authorities, such as passenger service charges and airport taxes.

**USD** means United States Dollars

**Via Airport (Point(s))** means any point(s) of stopover at intermediate airports as part of a “direct” or “thru” flight. These are points that are not usually recorded on a ticket as the passenger does not generally deplane from the aircraft at the intermediate point.

## Appendix A: Examples of Category One and Two Tickets

### Category One Tickets, Ticket Issued by Reporting Carrier\*<sup>10</sup>

These tickets will be reported by the carrier that issued the ticket. The Reporting Event will be the first time that the Reporting Carrier is made aware that the ticket has flown lift usage recognized by their revenue accounting system. This will usually be when the carrier processes the first coupon of the ticket in its accounting system.

#### First Stage Recognition

Stage	Origin	Destination	Used On Carrier	Party Responsible to Report
1	DEN	SFO	UA	Issuing Carrier, Reporting
2	SFO	LAX	OO	
3	LAX	SFO	OO	
4	SFO	DEN	UA	

#### Second Stage Recognition

Stage	Origin	Destination	Used On Carrier	Party Responsible to Report
1	DEN	SFO	OO	
2	SFO	LAX	UA	Issuing Carrier, Reporting
3	LAX	SFO	UA	
4	SFO	DEN	OO	

The Issuing Carrier, as a Reporting Carrier, will report the ticket as shown in the first example above because the revenue accounting system recognizes that coupon one of the ticket has been flown. If coupon two of a ticket, the second example, is recognized first, coupon two will be the Reporting Event for the ticket.

Carriers that operate exclusively as franchise code share carriers, contract lift, and those that do not issue tickets are not required to report Category One tickets. The carrier that issued the ticket rather than the contract operating carrier will be responsible for reporting the ticket.

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<sup>10</sup> Reporting carrier as used here means when a carrier appears on the DOT provided Reporting Carrier List. The carriers on this list may either be U.S. Commuter, U.S. Certificated, or Foreign carriers granted Antitrust Immunity under 49 U.S.C. §§ 41708 and 41709.

## Category Two Tickets, Ticket Issued by Non-Reporting Carrier

The second category of tickets will be submitted by a Reporting Carrier when it transports a passenger traveling on a ticket issued by a carrier that does not appear on the Reporting Carrier list. When the Reporting Carrier's revenue accounting system recognizes travel has occurred on a ticket where they appear as the first reporting operating carrier in the sequence of travel, then that Reporting Carrier must report the ticket, if the ticket meets the reporting criteria. This is the only circumstance in which a Reporting Carrier will have to report a ticket that it did not issue. For example, a Reporting Carrier, a carrier that functions exclusively as a franchise code share carrier, contract lift, and does not issue its own tickets, is still responsible for reporting Category Two tickets if the Issuing Carrier for the ticket is not on the Reporting Carrier List and the contract lift carrier is the first Reporting Carrier in the travel sequence and appears on the Reporting Carrier List.

### First Reporting Carrier Rule

Stage	Origin	Destination	Used on Carrier	Party Responsible to Report
1	POA	FLL	AD*	Issuing Carrier
2	FLL	IAD	YX	Reporting Carrier
3	IAD	FLL	OO	
4	FLL	POA	AD	

\*Assumes issuing carrier AD is a not a Reporting Carrier, is the issuing carrier, and YX is a Reporting Carrier that appears on the Reporting Carrier List.

In the above example, the Reporting Carrier that recognized the ticket usage (YX) is required to report the above ticket as the ticket was (1) issued by a Non-Reporting Carrier, and (2) there are no flights prior to the Reporting Carrier's flight that involve a different Reporting Carrier. Reporting Carrier OO does not report the ticket because there is a prior flight operated by another Reporting Carrier (YX).

## Appendix B: Carrier Transmittal Letter

The format of the transmittal letter is to contain the following information and submitted each month.

- Carrier Name
- Carrier Address
- Year of Submitted Data
- Month of Submitted Data
- Name and Title of Official
- Total Number of Records submitted
- Date of Submission
- Signature of Reporting Official
- Name of Reporting Official

The following paragraph is to be used in the body of the letter:

“I, (Name of Reporting Official), and (Title of Reporting Official), of (Name of Reporting Carrier), certify the information in this transmittal letter is to the best of my knowledge and belief, true, correct and a complete report of the period stated.”

The total number of submitted records is to be listed under the above paragraph as “Total Number of Records”: (Records) and corresponds to the total number of passengers.

Date of Submitted Data: YYYY-MM-DD

Signature of Reporting Official, as “Signature”: (Signature)

Name of Reporting Official, as “Name (please print or type)” (Name)

# Appendix C: Example Travel Sequences

## Generic Data Layout

14 CFR 241.19-8

### Unique Variables

- 1 through 3 unique values for each submission
- 4 through 8 unique values for each ticket
- 9 through 15 unique values for each airport in travel sequence

Unique For Each Submission	1	Reporting Carrier
	2	Reporting Year
	3	Reporting Month
Unique For Each Ticket	4	Record Identification Number (RIN)
	5	Issuing Carrier
	6	Total Amount
	7	Tax Amount
Unique for each Airport In Travel Sequence	8	Purchase Window Group
	9	Scheduled Flight Year
	10	Scheduled Flight Month
	11	Airport Code
	12	Via Airport (if any)
	13	Operating Carrier Code
	14	Marketing Carrier Code
	15	Airport Code

Via Point is null if there is no Via Point after an Airport departure. Variable length field, up to seven (7) Via Points for a single flight coupon. Separate Via Point airports by a colon. Ex. PDX - SAN coupon composed of three flight segments, PDX-SFO-LAX-SAN where all three segments have the same flight number and the coupon is PDX-SAN. Via Point would be populated with SFO:LAX.

### 40% Sample, Tickets Ending in 0, 2, 7, 9

- Maximum number of airports in a travel sequence is 24
- Dwell Time In Minutes, 1 to 1440 when >1440 then 9999, -1 for ground
- For ground dwell time subtract last air arrival from next air departure

		Field	Length	Data Type	
Submission Elements		Reporting Carrier	2/3	txt	
		Reporting Year	4	int	
		Reporting Month	2	int	
Ticket Elements		Record Identification Number (RIN)	14/15	txt	
		Issuing Carrier	2/3	txt	
		Total Amount	8.2	num	
		Tax Amount	8.2	num	
		Purchase Window Group	4	txt	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	4	int	1st to 2nd airport
		Scheduled Flight Month	2	int	
		Airport Code	3	txt	
		Via Airport (if any)	27	txt	
		Operating Carrier Code	2/3	txt	
	2nd Airport Group	Marketing Carrier Code	2/3	txt	2nd to 3rd airport 2nd airport dep minus arrival
		Scheduled Flight Year	4	int	
		Scheduled Flight Month	2	int	
		Airport Code	3	txt	
		Via Airport (if any)	27	txt	
	3rd Airport Group	Dwell Time	4	int	3rd to 4th airport 3rd airport dep minus arrival
		Operating Carrier Code	2/3	txt	
Marketing Carrier Code		2/3	txt		
Scheduled Flight Year		4	int		
Scheduled Flight Month		2	int		
...	Airport Code	3	txt	22nd to 23rd airport 22nd airport dep minus arrival	
	Via Airport (if any)	27	txt		
	Dwell Time	4	int		
	Operating Carrier Code	2/3	txt		
	Marketing Carrier Code	2/3	txt		
23rd Airport Group	Scheduled Flight Year	4	int	23rd airport to 24th airport 23rd airport dep minus arrival	
	Scheduled Flight Month	2	int		
	Airport Code	3	txt		
	Via Airport (if any)	27	txt		
	Dwell Time	4	int		
	Operating Carrier Code	2/3	txt		
	Marketing Carrier Code	2/3	txt		
		Last Airport Code (to be entered into the Airport Code field of the first Airport Group that does not contain a Scheduled Flight Year/Month, see test data for examples)	3	txt	

## Roundtrip Travel Sequence With Contract Lift

Alaska Airlines (AS) issued and reported a roundtrip Spokane, WA (GEG) to Los Angeles, CA (LAX) connecting thru Seattle, WA (SEA). The GEG-LAX segment is operated by Horizon Air (QX). The time between the arrival at SEA from GEG and departure to LAX from SEA is 40 minutes for the outbound portion of the trip and 65 minutes for the inbound return portion of the trip. Alaska Airlines would report this itinerary as they are the Issuing Carrier. The ticket was purchased 22 to 90 days before travel. The Purchase Window Group is "2290". The Record Identification Number (RIN) is the Reporting Carrier's Code (AS), the two digit year of reporting ('25' for 2025), the two digit month of reporting ('07' for July), followed by 8 integers, with the last integer being '1'. The RIN sequence will increase sequentially by 1 based on the number of itineraries in the submitted file.

Travel Sequence: GEG - SEA - LAX

Submission Ticket Record:

AS|2025|7|AS250700000001|AS|460.28|55.27|2290|2025|7|GEG||QX|AS|2025|7|SEA||40|AS|AS|2025|9|LAX||9999|AS|AS|2025|9|SEA||65|QX|AS|GEG

		Field	Data	
Submission Elements		Reporting Carrier	AS	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	AS250700000001	
		Issuing Carrier	AS	
		Total Amount	460.28	
		Tax Amount	55.27	
		Purchase Window Group	2290	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	GEG	
		Via Airport (if any)		
		Operating Carrier Code	QX	
		Marketing Carrier Code	AS	
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	SEA	
		Via Airport (if any)		
		Dwell Time	40	
		Operating Carrier Code	AS	
	3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival
		Scheduled Flight Month	9	
		Airport Code	LAX	
		Via Airport (if any)		
Dwell Time		9999		
Operating Carrier Code		AS		
4th Airport Group	Scheduled Flight Year	2025	4th to last airport 4th group dep minus arrival	
	Scheduled Flight Month	9		
	Airport Code	SEA		
	Via Airport (if any)			
	Dwell Time	65		
	Operating Carrier Code	QX		
	Marketing Carrier Code	AS		
	Last Airport Code	GEG		

## Ground Travel Sequence – Non-Ticketed Intermodal Transportation

United Airlines (UA) issued and reported a round-trip Chicago (ORD) to Munich (MUC) ticket for \$3,500. The first segment departs Chicago, IL (ORD) on SkyWest Airlines (OO) and arrives in New York, NY (LGA). The passenger uses their own transportation, known as self-connect, from LGA to JFK. The travel between LGA and JFK is recorded as ground in the travel sequence. Ground sequence for this segment is recorded as hyphen hyphen (--) for Operating Carrier and Marketing Carrier. The dwell time at LGA is -1 as the passenger transfers from air to ground. The time between the arrival at LGA and the departure from JFK is the calculated dwell time at JFK, 270 minutes (4.5 hours). The passenger departs from New York (JFK) on Lufthansa Airlines (LH), marketed by United Airlines (UA) and arrives in Munich, Germany (MUC). Dwell time in MUC is greater than 1440 minutes (9999). The passenger departs MUC on LH, marketed by UA, and arrives in ORD.

Travel Sequence: ORD - LGA - (Non-Ticketed Ground Transportation) JFK - MUC / MUC - ORD

Submission Ticket Record:

UA|2025|7|UA250700000002|UA|3500.00|450.00|21AP|2025|7|ORD||OO|UA|2025|7|LGA||-1|--  
|--|2025|7|JFK||270|LH|UA|2025|8|MUC||9999|LH|UA|ORD

		Field	Data	
Submission Elements		Reporting Carrier	UA	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	UA250700000002	
		Issuing Carrier	UA	
		Total Amount	3500.00	
		Tax Amount	450.00	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	ORD	
		Via Airport (if any)		
		Operating Carrier Code	OO	
		Marketing Carrier Code	UA	
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	LGA	
		Via Airport (if any)		
		Dwell Time	-1	
		Operating Carrier Code	--	
	3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	JFK	
		Via Airport (if any)		
Dwell Time		270		
Operating Carrier Code		LH		
4th Airport Group	Scheduled Flight Year	2025	4th to last airport 4th group dep minus arrival	
	Scheduled Flight Month	8		
	Airport Code	MUC		
	Via Airport (if any)			
	Dwell Time	9999		
	Operating Carrier Code	LH		
	Marketing Carrier Code	UA		
	Last Airport Code	ORD		



## Ticketed Intermodal Travel Sequence - Bus

American Airlines (AA) issued a round-trip Atlantic City, New Jersey (ACY) to Chicago (ORD) ticket for \$540.21. The passenger departs ACY by The Landline Company Bus, provided by American, and arrives in Philadelphia (PHL). The Operating Carrier is 'BUS' as the bus has a carrier supplied flight number. The Marketing Carrier is AA. The next segment departs from PHL to ORD via air. The Dwell time between ACY and PHL is -1 as the passenger is transferring from ground transport to aircraft. The passenger stays in ORD for more than 1,400 minutes (24 hours). The Dwell time is 9999. The passenger departs ORD and arrives back to PHL. The passenger transfers to the bus to ACY. The Operating carrier is 'BUS' and the Marketing Carrier is AA. The dwell time between arrival at PHL and departure to ACY is -1 as the passenger is going from aircraft to ground transport.

Travel Sequence: ACY\* - PHL - ORD, ORD - PHL - ACY\* (\* - carrier ticketed bus transportation)

Submission Ticket Record:

AA|2025|7|AA250700000001|AA|540.21|119.34|21AP|2025|7|ACY||BUS|AA|2025|7|PHL||-1|AA|AA|2025|7|ORD||9999|AA|AA|2025|8|PHL||-1|BUS|AA|ACY

		Field	Data	
Submission Elements		Reporting Carrier	AA	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	AA250700000001	
		Issuing Carrier	AA	
		Total Amount	540.21	
		Tax Amount	119.34	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	ACY	
		Via Airport (if any)		1st to 2nd group
		Operating Carrier Code	BUS	
		Marketing Carrier Code	AA	
	2nd Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	PHL	
		Via Airport (if any)		2nd to 3rd group
		Dwell Time	-1	2nd group dep minus arrival
		Operating Carrier Code	AA	
	3rd Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	ORD	
		Via Airport (if any)		
Dwell Time		9999		
Operating Carrier Code		AA		
4th Airport Group	Scheduled Flight Year	2025		
	Scheduled Flight Month	8		
	Airport Code	PHL		
	Via Airport (if any)			
	Dwell Time	-1		
	Operating Carrier Code	BUS		
	Marketing Carrier Code	AA		
	Last Airport Code	ACY		

## Ticketed Intermodal Travel Sequence - Train

American Airlines (AA) issued and reported a round-trip ticket starting at Guatemala City, Guatemala (GUA). From GUA to Miami, Florida (MIA) travel is by air on AA. Travel from MIA to Madrid, Spain (MAD) is by air. From MAD, the passenger takes carrier ticketed rail transportation to Atocha Railway Station (XOC). The rail segment has a carrier assigned flight number. The Operating Carrier will be TRN (for Train). The Marketing Carrier is the carrier that issued the ticket. The Dwell time for MAD to XOC is -1 as the passenger is starting ground transportation after travel by air. From XOC, the passenger traveled on ticketed rail carrier transportation with a carrier assigned flight number, to Valencia Railway Station (YJV) in Valencia, Spain. The Operating Carrier is 'TRN' and the Marketing Carrier is the carrier that issued the ticket (AA). The Dwell time is -1 for between surface segments. The passenger departed on carrier ticketed transportation, same as previous segments, Operating Carrier 'TRN', and the Marketing Carrier is the issuing carrier (AA). The passenger arrives at YJV to Valencia Airport in Valencia, Spain (VLC). The Dwell time is -1 for between surface segments. An aircraft was boarded at VLC to Madrid (MAD). The Dwell time is -1 as the passenger stops using ground transportation and boards an aircraft. The passenger changes flights in MAD to another flight to GUA. The Dwell time from landing at MAD and departing GUA was 32 minutes.

Travel Sequence: GUA - MIA - MAD - XOC\* - YJV\* - VLC - MAD - GUA (\* - ticketed rail transportation)

### Submission Ticket Record:

AA|2025|7|AA2025070000001|AA|1089.24|203.43|21AP|2025|7|GUA||AA|AA|2025|7|MIA||46|IB  
|AA|MAD||-1|TRN|AA|2025|7|XOC||-1|TRN|AA|2025|7|YJV||  
-1|TRN|AA|2025|7|VLC||9999|IB|AA|2025|7|MAD||32|IB|AA|GUA

(Example next page)

		Field	Data	
Submission Elements		Reporting Carrier	AA	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	AA2025070000001	
		Issuing Carrier	AA	
		Total Amount	1089.24	
		Tax Amount	203.43	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	GUA	
		Via Airport (if any)		
		Operating Carrier Code	AA	
		Marketing Carrier Code	AA	
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	MIA	
		Via Airport (if any)		
		Dwell Time	46	
		Operating Carrier Code	IB	
		Marketing Carrier Code	AA	
	3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival Train
		Scheduled Flight Month	7	
		Airport Code	MAD	
		Via Airport (if any)		
		Dwell Time	-1	
		Operating Carrier Code	TRN	
		Marketing Carrier Code	AA	
	4th Airport Group	Scheduled Flight Year	2025	4th to 5th group 4th group dep minus arrival Train
		Scheduled Flight Month	7	
		Airport Code	XOC	
		Via Airport (if any)		
		Dwell Time	-1	
		Operating Carrier Code	TRN	
		Marketing Carrier Code	AA	
5th Airport Group	Scheduled Flight Year	2025	5th to 6th group 5th group dep minus arrival Train	
	Scheduled Flight Month	7		
	Airport Code	YJV		
	Via Airport (if any)			
	Dwell Time	-1		
	Operating Carrier Code	TRN		
	Marketing Carrier Code	AA		
6th Airport Group	Scheduled Flight Year	2025	6th to 7th group 6th group dep minus arrival	
	Scheduled Flight Month	7		
	Airport Code	VLC		
	Via Airport (if any)			
	Dwell Time	9999		
	Operating Carrier Code	IB		
	Marketing Carrier Code	AA		
7th Airport Group	Scheduled Flight Year	2025	6th to 7th group 7th group dep minus arrival	
	Scheduled Flight Month	7		
	Airport Code	MAD		
	Via Airport (if any)			
	Dwell Time	32		
	Operating Carrier Code	IB		
	Marketing Carrier Code	AA		
	Last Airport Code	GUA		

## Via Point Travel Sequence – Thru Flight

Delta Airlines (DL) issued and reported a round-trip ticket from Salt Lake City (SLC) to Paris (CDG) ticket for \$1,800. Between Salt Lake City and New York (JFK) Delta operated a thru flight that stopped at Atlanta (ATL) and then continued on to New York (JFK). The Via Point is ATL. At JFK, the passenger then boarded an Air France (AF) flight from JFK to Paris (CDG). The return flight is a nonstop flight from CDG to Salt Lake City, UT (SLC).

Travel Sequence: SLC - JFK - CDG

Submission Ticket Record:

DL|2025|7|DL250700000001|DL|3500.00|245.80|21AP|2025|7|SLC|ATL|DL|DL|2025|7|JFK||180|A  
F|DL|2025|7|CDG||9999|DL|DL|SLC

		Field	Data	
Submission Elements		Reporting Carrier	DL	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	DL250700000001	
		Issuing Carrier	DL	
		Total Amount	3500.00	
		Tax Amount	245.80	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	SLC	
		Via Airport (if any)	ATL	
		Operating Carrier Code	DL	
		Marketing Carrier Code	DL	
		2nd Airport Group	Scheduled Flight Year	
	Scheduled Flight Month		7	
	Airport Code		JFK	
	Via Airport (if any)			
	Dwell Time		180	
	Marketing Carrier Code		DL	
	3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival
Scheduled Flight Month		7		
Airport Code		CDG		
Via Airport (if any)				
Dwell Time		9999		
Operating Carrier Code		DL		
Marketing Carrier Code		DL		
	Last Airport Code	SLC		

### Via Point Travel Sequence – Thru Flight – Change of Gauge

Delta Airlines (DL) issued and reported a round-trip ticket from Dallas (DFW) to London (LHR) ticket for \$1,800. Between DFW and LHR, Delta operated a thru flight that stopped at ATL where the passenger disembarked and boarded another aircraft to London. The aircraft type from DFW to ATL was a 737-900 and the aircraft from ATL-LHR was a 767-300. The LHR-DFW segment was non-stop.

Travel Sequence: DFW - LHR, LHR - DFW

Submission Ticket Record:

DL|2025|7|DL250700000001|DL|3500.00|245.80|21AP|2025|7|DFW|ATL|DL|DL|2025|7|LHR||9999|DL|DL|DFW

		Field	Data	
Submission Elements		Reporting Carrier	DL	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	DL250700000001	
		Issuing Carrier	DL	
		Total Amount	3500.00	
		Tax Amount	245.80	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	DFW	
		Via Airport (if any)	ATL	
		Operating Carrier Code	DL	
		Marketing Carrier Code	DL	
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	LHR	
		Via Airport (if any)		
	Dwell Time	9999		
	Operating Carrier Code	DL		
	Marketing Carrier Code	DL		
	Last Airport Code	DFW		

As a reminder, Dwell times are not to be reported at Via stops. In the above, there is not any dwell time reported for ATL.

## One-way With Multiple Via Points

Southwest (WN) issued and reported one-way Denver, CO (DEN) to St. Louis, MO (STL) with four intermediate stops (San Diego, CA, (SAN), Las Vegas, NV (LAS), Austin, TX (AUS), New Orleans, LA.)

The DEN-STL route is all one flight number.

Submission Ticket Record:

WN|2025|7|WN250700000001|WN|850.66|95.22|91UP|2025|7|DEN|SAN:LAS:AUS:MSY|WN|WN|STL

		Field	Data	
Submission Elements		Reporting Carrier	WN	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	WN250700000001	
		Issuing Carrier	WN	
		Total Amount	850.66	
		Tax Amount	95.22	
		Purchase Window Group	91Up	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	DEN	
		Via Airport (if any)	SAN:LAS:AUS:MSY	1st to last airport
		Operating Carrier Code	WN	
		Marketing Carrier Code	WN	
		Last Airport Code	STL	

## Dwell Time – Greater than 24 Hours

United Airlines (UA) issued and reported a one-way ticket from Washington Dulles (IAD) to San Francisco (SFO). Upon arriving in Chicago (ORD), the passenger planned to spend more than 24 hours in ORD before continuing their travel to San Francisco (SFO). The Dwell Time from the arrival at ORD to the departure to SFO is 9999 as any amount greater than 1440 minutes (24 hours) is represented as 9999.

Travel Sequence: IAD - ORD - SFO

Submission Ticket Record:

UA|2025|7|UA250700000001|UA|290.00|52.45|21AP|2025|7|IAD||UA|UA|2025|7|ORD||9999|UA|UA|SFO|

		Field	Data	
Submission Elements		Reporting Carrier	UA	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	UA250700000001	
		Issuing Carrier	UA	
		Total Amount	290.00	
		Tax Amount	52.45	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	IAD	
		Via Airport (if any)		1st to 2nd group
		Operating Carrier Code	UA	
	2nd Airport Group	Marketing Carrier Code	UA	
		Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	ORD	
		Via Airport (if any)		2nd to 3rd group
	Dwell Time	9999	2nd group dep minus arrival	
	Operating Carrier Code	UA		
	Marketing Carrier Code	UA		
	Last Airport Code	SFO		

## Dwell Time – Less than 24 Hours

United Airlines (UA) issued and reported a round-trip Chicago (ORD) to San Francisco (SFO) via Denver (DEN) ticket for \$672.00. The passenger departed ORD and arrived in DEN. There was a connecting flight scheduled to leave 46 minutes after arriving in DEN to SFO. Dwell time is the amount of time between arrival and departure based on the flights' planned schedule. The dwell time for the arrival from ORD to the departure to DEN is to be reported as 46 minutes. Upon arrival in San Francisco (SFO), the passenger spent 6 hours (360 minutes) in the SFO area and then departed SFO for DEN. The passenger arrived in DEN and departed DEN for ORD. The dwell time for the arrival at DEN and departure to ORD was 59 minutes, based on the schedule.

Travel Sequence: ORD - DEN - SFO, SFO - DEN - ORD

### Submission Ticket Record:

UA|2025|7|UA250700000001|UA|672.00|57.80|21AP|2025|7|ORD||UA|UA|2025|7|DEN||46|UA|UA|2025|7|SFO||360|UA|UA|2025|7|DEN||59|UA|UA|ORD

		Field	Data	
Submission Elements		Reporting Carrier	UA	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	UA250700000001	
		Issuing Carrier	UA	
		Total Amount	672.00	
		Tax Amount	57.80	
	Purchase Window Group	21AP	21AP, 2290, 91Up	
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	ORD	
		Via Airport (if any)		
		Operating Carrier Code	UA	
		Marketing Carrier Code	UA	
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	DEN	
		Via Airport (if any)		
		Dwell Time	46	
		Operating Carrier Code	UA	
	3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	SFO	
		Via Airport (if any)		
Dwell Time		360		
Operating Carrier Code		UA		
4th Airport Group	Scheduled Flight Year	2025	4th to last airport 4th group dep minus arrival	
	Scheduled Flight Month	7		
	Airport Code	DEN		
	Via Airport (if any)			
	Dwell Time	59		
	Operating Carrier Code	UA		
	Marketing Carrier Code	UA		
	Last Airport Code	ORD		



## Dwell Time – Arrive at One Airport/Depart from Another, Greater than 24 Hours after landing, Non-Carrier Ticketed Transportation

United Airlines (UA) issued and reported a round-trip, Toronto, Canada (YYZ) to New York LaGuardia, New York (LGA). Upon landing in LGA, the passenger spends more than 1,440 minutes (24 hours) in New York. The passenger departs Newark Airport, New Jersey (EWR). The passenger did not use carrier ticketed transportation between LGA and EWR. The travel between LGA and EWR is recorded as ground in the travel sequence. The Operating and Marketing carriers are recorded as hyphen hyphen (--). The Dwell time for Airport #2 is -1 as the passenger arrived by air and did not depart by air from the same airport. The Dwell time for Airport #3, EWR, is '9999' as the passenger had spent more than 1,400 minutes (24 hours) since arriving in LGA.

Travel Sequence: YYZ - LGA, Non-Ticketed Ground transportation LGA-EWR, EWR - YYZ

Submission Ticket Record:

UA|2025|7|UA250700000001|UA|248.76|54.78|21AP|2025|7|YYZ||UA|UA|2025|7|LGA||-1|--|--|2025|7|EWR||9999|UA|UA|YYZ

		Field	Data	
Submission Elements		Reporting Carrier	UA	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	UA250700000001	
		Issuing Carrier	UA	
		Total Amount	248.76	
		Tax Amount	54.78	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	YYZ	
		Via Airport (if any)		
		Operating Carrier Code	UA	
		Marketing Carrier Code	UA	
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	LGA	
		Via Airport (if any)		
		Dwell Time	-1	
		Operating Carrier Code	--	
3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival	
	Scheduled Flight Month	7		
	Airport Code	EWR		
	Via Airport (if any)			
	Dwell Time	9999		
	Operating Carrier Code	UA		
	Marketing Carrier Code	UA		
		Last Airport Code	YYZ	

## Dwell Time – Arrive at One Airport/Depart from Another, Less than 24 Hours after landing, Non-Carrier Ticketed Transportation

United Airlines (UA) issued and reported a round-trip, Toronto, Canada (YYZ) to New York LaGuardia, New York (LGA). Upon landing in LGA, the passenger spends less than 1,440 minutes (24 hours) in New York. The passenger departs Newark Airport, New Jersey (EWR). The passenger did not use carrier ticketed transportation between LGA and EWR. The travel between LGA and EWR is recorded as ground in the travel sequence. The Operating and Marketing carriers are recorded as hyphen hyphen (--). The Dwell time for Airport #2 is -1 as the passenger arrived by air and did not depart by air from the same airport. The Dwell time for Airport #3, EWR, is '480' as this is the total number of minutes between arrival at LGA and departing EWR.

Travel Sequence: YYZ - LGA, Non-Ticketed Ground transportation LGA-EWR, EWR - YYZ

Submission Ticket Record:

UA|2025|7|UA250700000001|UA|248.76|54.78|21AP|2025|7|YYZ||UA|UA|2025|7|LGA||-1|--|--|2025|7|EWR||480|UA|UA|YYZ

		Field	Data	
Submission Elements		Reporting Carrier	UA	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	UA250700000001	
		Issuing Carrier	UA	
		Total Amount	248.76	
		Tax Amount	54.78	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	YYZ	
		Via Airport (if any)		
		Operating Carrier Code	UA	
		Marketing Carrier Code	UA	
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	LGA	
		Via Airport (if any)		
		Dwell Time	-1	
		Operating Carrier Code	--	
	3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival
Scheduled Flight Month		7		
Airport Code		EWR		
Via Airport (if any)				
Dwell Time		480		
Operating Carrier Code		UA		
	Marketing Carrier Code	UA		
	Last Airport Code	YYZ		

## Dwell Time – Unknown From Category Two Issuing - Dwell Time ‘B’ (Break)

Icelandair (FI) issued a round-trip ticket from Reykjavik Int'l Airport in Iceland (KEF) to Sioux City, Iowa (SUX) via Chicago (ORD). The passenger departed KEF on Icelandair and arrived in ORD. There was time spent on the ground in ORD before departing ORD to SUX. The time spent in SUX was not provided by the Issuing Carrier. The passenger departed SUX and arrived in ORD. There was time spent on the ground in ORD before departing on Icelandair to KEF. SkyWest (OO) is the reporting carrier. Icelandair is not a Reporting Carrier. The first reporting carrier on this ticket is OO. Some ticket details are not available to OO for submission. In this example, Dwell Time for multiple segments cannot be determined: 1. Landing at ORD and departing ORD to SUX; 2. Arriving at SUX and departing SUX; 3. Landing at ORD and departing ORD to KEF. If this information is not available to the reporting carrier, the Dwell Time field(s) can be left blank. However, a value of 'B' should be inserted at the most likely place that the trip break occurred. For this example, SUX was the furthest point traveled. A 'B' value is to be inserted for the Dwell Time of SUX.

Travel Sequence: KEF - ORD - SUX, SUX - ORD - KEF

Submission Ticket Record:

OO|2025|7|OO250700000001|FI|389.12|81.23|21AP|2025|7|KEF||FI|FI|2025|7|ORD|||OO|UA|2025|9|SUX||B|OO|UA|2025|9|ORD|||FI|FI|KEF

		Field	Data	
Submission Elements		Reporting Carrier	OO	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	OO250700000001	
		Issuing Carrier	FI	
		Total Amount	389.12	
		Tax Amount	81.23	
		Purchase Window Group	21AP	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	KEF	
		Via Airport (if any)		1st to 2nd group
		Operating Carrier Code	FI	
		Marketing Carrier Code	FI	
	2nd Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	ORD	
		Via Airport (if any)		2nd to 3rd group
		Dwell Time		2nd group dep minus arrival
		Operating Carrier Code	OO	
	3rd Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	9	
		Airport Code	SUX	
		Via Airport (if any)		
Dwell Time		B		
Operating Carrier Code		OO		
4th Airport Group	Scheduled Flight Year	2025		
	Scheduled Flight Month	9		
	Airport Code	ORD		
	Via Airport (if any)			
	Dwell Time			
	Operating Carrier Code	FI		
		Marketing Carrier Code	FI	
		Last Airport Code	KEF	

## Category 2 Non-Reporting Issuing Carrier, U.S. Carrier Reporting – Missing Ticket Information

Icelandair (FI) issued a one-way ticket from Reykjavik Int'l Airport in Iceland (KEF) to Sioux City, Iowa (SUX) via Chicago (ORD). The passenger departed ORD and arrived in SUX. SkyWest (OO) was the operating carrier. Icelandair is not a Reporting Carrier. The first reporting carrier on this ticket is SkyWest(OO). Some ticket details are not available to OO for submission. In this example, Tax Amount, Purchase Window Group and Dwell Times are not available. If this information is not available to the reporting carriers, including the field of Operating Carrier, for any segment of the ticket, these fields can be submitted as blank.

Travel Sequence: KEF - ORD - SUX

Submission Ticket Record:

OO|2025|7|OO250700000001|FI|389.12|||2025|7|KEF||FI|FI|2025|7|ORD|||OO|UA|SUX

		Field	Data	
Submission Elements		Reporting Carrier	OO	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	OO250700000001	
		Issuing Carrier	FI	
		Total Amount	389.12	
		Tax Amount		
		Purchase Window Group		21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	KEF	
		Via Airport (if any)		1st to 2nd group
		Operating Carrier Code	FI	
	2nd Airport Group	Marketing Carrier Code	FI	
		Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	ORD	
		Via Airport (if any)		2nd to 3rd group
	Dwell Time		2nd group dep minus arrival	
	Operating Carrier Code	OO		
	Marketing Carrier Code	UA		
	Last Airport Code	SUX		

## Category 1 Immunized Foreign Issuing & Reporting Carrier

British Airways (BA) issued a round-trip ticket from London, UK (LHR) to Raleigh/Durham, North Carolina (RDU) connecting to American Airlines regional carrier Republic (YX) at JFK. British Airways appears on the Reporting Carrier List because it has been granted Antitrust Immunity under 49 U.S.C. §§ 41708 and 41709.

Travel Sequence: LHR - JFK - RDU / RDU - JFK - LHR

### Submission Record:

BA|2025|7|BA250700000001|BA|2257.98|269.76|91UP|2025|7|LHR||BA|BA|2025|7|JFK||540|YX|  
 BA|2025|7|RDU||9999|YX|BA|2025|7|JFK||430|AA|BA|LHR

		Field	Data	
Submission Elements		Reporting Carrier	BA	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	BA250700000001	
		Issuing Carrier	BA	
		Total Amount	2257.98	
		Tax Amount	269.76	
		Purchase Window Group	91Up	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	LHR	
		Via Airport (if any)		
		Operating Carrier Code	BA	
		Marketing Carrier Code	BA	
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	JFK	
		Via Airport (if any)		
		Dwell Time	540	
		Operating Carrier Code	YX	
	3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	RDU	
		Via Airport (if any)		
		Dwell Time	9999	
		Operating Carrier Code	YX	
	4th Airport Group	Scheduled Flight Year	2025	4th to last airport 4th group dep minus arrival
		Scheduled Flight Month	7	
Airport Code		JFK		
Via Airport (if any)				
Dwell Time		430		
Operating Carrier Code		AA		
	Marketing Carrier Code	BA		
	Last Airport Code	LHR		

## Category 2 Non-Reporting Foreign Carrier Issuing, U.S. Carrier Reporting

JetBlue Airlines (B6) codeshares with Icelandair (FI). FI issued the round-trip ticket. Icelandair is not a reporting carrier per the list of reporting carriers released by the Office of Airline Information (OAI). JetBlue is to report the itinerary.

Travel Sequence: MCO - JFK - KEF / KEF - BOS – MCO

Submission Ticket Record:

B6|2025|7|B6250700000001|FI|1800.25|340.44|91UP|2025|7|MCO||B6|FI|2025|7|JFK||300|FI|FI|2025|7|KEF||9999|FI|FI|2025|7|BOS||430|B6|FI|MCO

		Field	Data	
Submission Elements		Reporting Carrier	B6	
		Reporting Year	2025	
		Reporting Month	7	
Ticket Elements		Record Identification Number (RIN)	B6250700000001	
		Issuing Carrier	FI	
		Total Amount	1800.25	
		Tax Amount	340.44	
		Purchase Window Group	91Up	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	1st to 2nd group
		Scheduled Flight Month	7	
		Airport Code	MCO	
		Via Airport (if any)		
		Operating Carrier Code	B6	
	Marketing Carrier Code	FI		
	2nd Airport Group	Scheduled Flight Year	2025	2nd to 3rd group 2nd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	JFK	
		Via Airport (if any)		
		Dwell Time	300	
	Operating Carrier Code	FI		
	Marketing Carrier Code	FI		
	3rd Airport Group	Scheduled Flight Year	2025	3rd to 4th group 3rd group dep minus arrival
		Scheduled Flight Month	7	
		Airport Code	KEF	
Via Airport (if any)				
Dwell Time		9999		
Operating Carrier Code	FI			
Marketing Carrier Code	FI			
4th Airport Group	Scheduled Flight Year	2025	4th to last airport 4th group dep minus arrival	
	Scheduled Flight Month	7		
	Airport Code	BOS		
	Via Airport (if any)			
	Dwell Time	430		
Operating Carrier Code	B6			
Marketing Carrier Code	FI			
		Last Airport Code	MCO	

## Category 2 Non-Reporting Foreign Carrier Issuing, Immunized Carrier Reporting – Travel Recognized One Month Later

Icelandair (FI) issued a round-trip ticket from Reykjavik Int'l Airport in Iceland (KEF) to London, UK (LHR). From London, UK, the passenger traveled on British Airways to Paris, France (CDG). In this reporting situation, Icelandair is not a O&D reporting carrier. The first reporting carrier on this itinerary will be British Airways, an immunized reporting carrier. The scheduled travel year and month for the KEF-LHR is July 2025. The scheduled travel year and month for the LHR - CDG is August 2025. August 2025 is when the LHR - CDG segment is recognized in the BA Revenue Accounting System, therefore, the itinerary is to be reported with the August 2025 data, regardless of when the Foreign to US Segment occurs.

Travel Sequence: KEF - LHR (July 2025) - CDG (August 2025) - JFK (September 2025) / JFK - KEF (September 2025)

Submission Ticket Record:

BA|2025|8|BA250800000001|FI|1800.25|340.44|91UP|2025|7|KEF||FI|FI|2025|8|LHR||100|BA|FI|2025|9|CDG||9999|BA|FI|2025|9|JFK||9999|FI|FI|KEF

		Field	Data	
Submission Elements		Reporting Carrier	BA	
		Reporting Year	2025	
		Reporting Month	8	
Ticket Elements		Record Identification Number (RIN)	BA250800000001	
		Issuing Carrier	FI	
		Total Amount	1800.25	
		Tax Amount	340.44	
		Purchase Window Group	91Up	21AP, 2290, 91Up
Travel Sequence Elements	1st Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	7	
		Airport Code	KEF	
		Via Airport (if any)		1st to 2nd group
		Operating Carrier Code	FI	
		Marketing Carrier Code	FI	
	2nd Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	8	
		Airport Code	LHR	
		Via Airport (if any)		2nd to 3rd group
		Dwell Time	100	2nd group dep minus arrival
		Operating Carrier Code	BA	
	3rd Airport Group	Scheduled Flight Year	2025	
		Scheduled Flight Month	9	
		Airport Code	CDG	
		Via Airport (if any)		3rd to 4th group
Dwell Time		9999	3rd group dep minus arrival	
Operating Carrier Code		BA		
4th Airport Group	Scheduled Flight Year	2025		
	Scheduled Flight Month	9		
	Airport Code	JFK		
	Via Airport (if any)		3rd to 4th group	
	Dwell Time	9999	3rd group dep minus arrival	
	Operating Carrier Code	FI		
		Marketing Carrier Code	FI	
		Last Airport Code	KEF	