USER GUIDE

CHARTER ON-FLIGHT ORIGIN AND
DESTINATION REPORT

STATEMENT 2 (I,II,III,IV,V,F) is to be completed for :

a)   domestic and international charter transportation services using fixed wing aircraft having a take-off weight greater than 15 900 kgs (35,000 lbs).

b)   transborder charter transportation services, between Canada and the United States, using fixed wing aircraft having a maximum take-off weight greater than 8 200 kgs (18,000 lbs).

CONTACT:
Kathie Davidson
Survey Manager, Air Charter Statistics
(613) 951-0141 (T)
(613) 951-0010 (F)
davikat@statcan.ca

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I   GENERAL DESCRIPTION OF SURVEY

The Charter On-flight Origin and Destination Survey collects information on passengers and goods carried on various types of charter flights. Participating carriers report complete origin and destination data for domestic, Canada-United States and international charter services. These data are to be reported on an ongoing monthly basis by both Canadian and foreign air carriers.

The data that carriers provide will be used to monitor the air industry, regulate international air services, ensure safety, plan and maintain the air transportation system and provide industry inputs into the System of National Accounts.

II   AUTHORITY AND PARTICIPATION

The Charter On-flight Origin and Destination Report Statement 2 (I,II,III,IV,V,F) is required under:

1- the Statistics Act, Revised Status of Canada 1985, Chapter S19;
2- Section 50 of the Canada Transportation Act, the Carriers Information Regulations;
3- Paragraph 86(1) (i) of the Canada Transportation Act, 'Regulations Amending the Air Transportation Regulations'.

Canadian air carriers that perform non-entity domestic charter services as well as Canadian and foreign air carriers that perform international charter commercial air services, using aircraft which have a maximum authorized take-off weight greater than 15 900 kilograms (35,000 lbs), are required to file Statement 2 (I,II,III,IV,V,F) with the Aviation Statistics Centre. Air carriers that perform transborder charter commercial air services between Canada and the United States, using aircraft which have a maximum authorized take-off weight greater than 8 200 kilograms (18,000 lbs), are also required to file Statement 2 (I,II,III,IV,V,F) with the Aviation Statistics Centre.

III   CONFIDENTIALITY

The data reported on Statement 2 (I,II,III,IV,V,F) questionnaires will be treated in confidence. The questionnaires will be edited by personnel sworn under the Statistics Act and access will be restricted to authorized personnel. Where carrier specific data are published, existing or equivalent data series will be maintained and there will be no increase in level of detail over what has been published in the past without prior consultation with the carriers involved. The confidentiality provisions of the Statistics Act are not affected by either the Access to Information Act or any other legislation.

IV   FEDERAL DATA SHARING AGREEMENT

To avoid duplicating survey activity and therefore, to reduce response burden and minimize collection and processing costs, Statistics Canada has entered, under Section 12 of the **Statistics Act**, into data sharing agreements with both Transport Canada and the Canadian Transportation Agency. First, the information provided on this statement is collected by Statistics Canada persuant to the Statistics Act. The information provided on this statement covering federally-regulated carriers is also collected on behalf of Transport Canada pursuant to **Canada Transportation Act** and the Carriers, Transportation and Grain Handling Undertakings Information Regulations. Lastly, the information provided on this statement is also collected on behalf of the Canadian Transportation Agency pursuant to the **Canada Transportation Act** and the Air Transportation Regulations. Under these data sharing agreements, information provided on this statement are kept confidential and used for statistical purposes only.

V   SUBMISSION OF REPORTS

Reports are to be filed on a monthly basis with the Aviation Statistics Centre, and are due within thirty (30) days of the last day of the reporting month.

Blank Statement 2(I,II,III,IV,V,F) forms and return envelopes will be sent to participating carriers. Additional statements and envelopes are available upon request from the Aviation Statistics Centre by telephoning (613) 951-0161 or by writing to the following address :

> Aviation Statistics Centre
> OTTAWA, Ontario, Canada.
> K1A 0T6

VI   DETAILED INSTRUCTIONS FOR REPORTING ON STATEMENT 2 (I,II,III,IV,V,F)

All fields on the questionnaire must be completed. To indicate a nil value, please enter a zero "0". If an item is not applicable, enter a dash "-".

a)   Definition and Explanation of Concepts

Itinerary

For the purpose of this survey, itinerary means the routing of the aircraft starting at the first point where the aircraft is loaded[1] and ending at the final point where the aircraft is completely unloaded.

On Flight Origin and Destination

The major purpose of this survey is to identify where the passengers and/or cargo come from and where they are going; that is, to define the load's origin and destination as opposed to the flight's or aircraft's origin and destination.

The on-flight origin and destination concept is simple when the itinerary consists of only two airports, A and B, with the aircraft departing from A and destined for B. In this case, the airport of enplanement, A, is the origin and the airport of deplanement, B, is the destination.

However, when the itinerary is made up of more than two airports, the on-flight origin and destination concept may not be so obvious. The general rule is: for each airport of enplanement, the enplaned traffic that is subsequently deplaned at each downline airport must be reported. The airports are to be reported in the same order as they occur in the itinerary. Thus, each airport of enplanement is an origin and each airport of deplanement is a destination.

Consider the following itinerary:

A   → B   →   C   the aircraft departs from A, goes to B, then C.

If A is an airport of enplanement, look for (in the order B,C) the subsequent downline airports in the itinerary for which the enplaned load is destined. The two possible destinations are B and C. The load enplaned at A may be destined entirely for B, or entirely for C, or a part of the load for B and the other part for C. The origin will be A and the destinations B and C for this enplaned load.

The second point in the itinerary is B. If B is also an airport of enplanement, look for the subsequent downline airports in the itinerary for which the enplaned load is destined. In this case, the only possible destination is C. The origin will be B and the destination C for the load enplaned at B.

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[1]   a load being a number of passengers and/or a quantity of cargo.

Simple Charter Flight and Circle Charter Flight

A **simple charter flight** is a flight for which the first point of the itinerary is different from the last point of the itinerary. Only one flight number is assigned to a **simple charter flight.**

TWO SIMPLE FLIGHTS
(round trip)

Initial point of the itinerary	A	A	Final point of the itinerary
	↓	↑	
Flight # 510	B	B	Flight # 511
	↓	↑	
Final point of the itinerary	C	C	Initial point of the itinerary

Itinerary: A   →   B   →   C
(outbound)   flight # 510

Itinerary: C   →   B   →   A
(inbound)   flight # 511

2 itineraries, 2 flight numbers

A **circle charter flight** is a return flight which follows a circular itinerary. A circular itinerary begins and ends at the same point. The inbound portion does not retrace the path of the outbound portion. In other words, except for the initial point (which is also the final point) each point is visited only once. The final point in the itinerary is the point where the aircraft is completely unloaded. Two flight numbers are assigned to a **circle charter flight**.

CIRCLE FLIGHT
(round trip)

Final point of   A   Initial point of
the itinerary   the itinerary

Flight # 511   ↗   ↘   Flight # 510

              C   ←   B

                    Flight # 510

Itinerary: Flight # 511

(round trip)   A   →   B   →   C   →   A

                    Flight # 510

1 itinerary, 2 flight numbers

To conclude, a return flight which has three or more airports must either be one circle flight or two simple flights.

b) Explanation of Each Field on Statement 2 (I,II,III,IV,V,F)

Field

01/ 04	Page Number	-	Each page shall be numbered in sequence in the space provided. For example, page 1 of 35.
	Carrier	-	The full name of the air carrier filing the form shall be written on the top right-hand corner of the form, in the space provided.
07	Carrier code	-	The carrier code to be used is the one in the most recent issue of the Official Airline Guide. Those air carriers that do not appear in the Official Airline Guide should leave this field empty.
11	Year and month	-	These cells are to be completed with numbers to identify the year and the month to which the report relates. For example, June 2000 would be shown as: 200006
17	Unit of Weight Used	-	Check the appropriate box to indicate whether Statement 2 (I,II,III,IV,V,F) will be completed using metric or imperial weights. Metric units are preferable.
18	Flight Number	-	The flight number should be the exact number which was used in communication with the airport tower or radio operator.
22	Circle Flight	-	Indicate with an asterisk ("*") the point where the turnaround occurs in a circle flight. (i.e., where the flight number changes).
23	Aircraft Type	-	Report the alpha/numeric designator used in the Air Traffic Control (A.T.C.) flight plan. (Do not use a dash). The valid codes are listed in Appendix A.
28	Available Seats	-	Please report the total number of seats in the aircraft available for occupancy by revenue passengers.
32	Number of Tonnes/ Tons Available for Revenue Goods	-	Report, as accurately as possible, the number of metric tonnes (1 000 kgs) or imperial tons (2,000 lbs) of capacity available for revenue goods. A conversion table has been included in Appendix B to assist you.
38 46	Enplanement/Deplanement Airport OAG	-	Please use three-letter codes as shown in the Official Airline Guide. For airports without a code, please write the full name of the airport. If there is more than one airport in a city, specify which airport was used.
42 50	Departure/Arrival Date	-	Report the date using the local time of departure and not the scheduled departure/arrival time. Enter the date as four digits: month first, then day. January 15th, for example, would be reported as 01 15. Please ensure that all flights for a given month are reported on the Statement 2(I,II,III,IV,V,F) filed for that month. The month in which a flight is reported will be determined when the flight left the point of origin. That is, a

flight departing on January 31st, which arrives at all or some destinations on February 1st, will be reported, in its entirety, on Statement 2(I,II,III,IV,V,F) for January.

| 54 | Charter Type | - | The charter type is to be coded as follows: |

Domestic Charter Flights: **DC**
Transborder Charter Flights: **TP, TN, TG, TC**
International Charter Flights: **AB, AT, CP, EC, EN, IT**
Definitions of these charter types are found in the glossary.

Note: Transborder courier goods are to be coded in a separate category from other transborder goods, under the charter type TC.

Subcontracts
An air carrier operating a charter service on behalf of another air carrier is responsible for ensuring that the required charter data are filed.

| 56 | Number of Canadian Origin Passengers | - | The number of revenue passengers who began a one way or round trip in Canada. The passenger counts must be broken down by city-pair and charter type. Passengers on domestic charters are always of Canadian origin. |

| 61 | Number of Foreign Origin Passengers | - | The number of revenue passengers who began a one way or a round trip in a country other than Canada. For example, if a passenger enplaned in Canada travelling to Europe on the return portion of a round trip, the passenger would be considered to have a foreign origin. The passenger count must be broken down by city-pair and charter type. In the case of domestic charters, this field is to contain a dash "-". |

| 65 | Goods | - | This includes both entity and bellyhold cargo. Please report the weight to one decimal place in either metric tonnes (1 000 kgs) or imperial tons (2,000 lbs). Report **bellyhold cargo** on the same line as that of the passenger charter flight on which the cargo was carried. |

| 69 | End of Flight | - | Indicate the end of each flight by putting a "1" in this column. This will eliminate any confusion caused by a multiple leg journey. |

| | Authorized Officer and Telephone Number | - | The authorized officer who reports the data on Statement 2 (I,II,III,IV,V,F) should print his/her name and phone number including the area code and, where applicable, the extension number in the space provided at the bottom of the form. |

c) Reporting Flight Data and Examples

Again, this survey is concerned with the passenger's or cargo's origin and destination, not the flight's or aircraft's origin and destination. A city-pair A-B, as part of a flight, must be reported if passengers/cargo are enplaned at A and destined for B. Do not report a city-pair C-D if passengers/cargo enplaned at C are not destined for D. Also, **ferry** flights need not be reported.

Detailed instructions for reporting different types of charter flights are provided on the following pages. The city-pair examples use passengers and reflect the most common type of flights; however, the same method of reporting can be applied to entity cargo or courier cargo.

i)   **Examples of Simple Charter Flights**

Example 1.   A flight with one origin and one destination.

Flight # 510

Itinerary: A $\rightarrow$ B
                           origin   destination

The aircraft transports passengers enplaned at A for the point B.

The city-pair to be reported is:

Flight number   City-Pair   Passengers

      510   A $\rightarrow$ B   •number of passengers enplaned at A and destined for B.

In the case of a flight with one origin and destination, the number of passengers enplaned at A is equal to the number of passengers deplaned at B. The aircraft is loaded at A and completely unloaded at B. Note that Canadian origin and foreign origin passengers must be reported separately but on the same line. A numeric example is explained on the following page.

Example 1: Charter flight: one origin and one destination (passengers only)

-     Itinerary: YYZ   →   TPA / TPA   →   YYZ   -   Type of aircraft: B747
-     Flight Number: 510   511   -   Available seats: 430

YYZ	→		TPA
315 passengers enplane at YYZ:	285 Canadian origin	→	285 deplane at TPA
	30 foreign origin	→	30 deplane at TPA

TPA	→		YYZ
400 passengers enplane at TPA:	300 Canadian origin	→	300 deplane at YYZ
	100 foreign origin	→	100 deplane at YYZ

Note: If this flight also contained bellyhold, its weight amount would be inserted in the Revenue Goods column (field #65) on the same line as the passengers reported on this flight.

Example 2.   A flight with one origin and two destinations.

Flight # 4235

origin

Itinerary: A   →   B   →   C

destinations

The aircraft transports passengers enplaned at A for the points B and C. The aircraft is completely unloaded at the last point in the itinerary (point C).

The city-pairs to be reported are:

Flight Number   City-Pair   Passengers

4235   A → B   -number of passengers enplaned at A destined for B.

4235   A → C   -number of passengers enplaned at A destined for C.

Special case

In most of these flights, the passengers enplaned at A are destined for B or C. However, if some passengers are enplaned at B destined for C, the city-pair B-C must be reported since there are passengers for which the origin is B and the destination is C.

In this special case, the city-pairs to be reported are:

Flight Number   City-Pair   Passengers

4235   A → B   -number of passengers enplaned at A destined for B.
4235   A → C   -number of passengers enplaned at A destined for C.
4235   B → C   -number of passengers enplaned at B destined for C.

The city-pairs have to be reported in the order shown in the examples. A numeric example is explained on the following page.

Example 2: Charter flight: one origin and two destinations (passengers only)

-     Itinerary: YYZ   →   PAR   →   LON   -   Type of aircraft: B757
-     Flight number: 4235   -   Available seats: 220

YYZ	→	PAR	→	LON
190 passengers enplane at YYZ:	160 Canadian origin	→	80 deplane at PAR	→	80 deplane at LON
	30 foreign origin			→	30 deplane at LON

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Example 3.   A flight with two origins and one destination.

Flight # 4234

                              origins
Itinerary: A   →   B   →   C   the aircraft departs from A, goes to B
                                        destination   and then C.

The aircraft transports passengers enplaned at A and B for the point C. The aircraft is completely unloaded at the last point in the itinerary (point C).

The city-pairs to be reported are:

Flight Number   City-Pair Passengers

    4234   A → C   -number of passengers enplaned at A destined for C.
    4234   B → C   -number of passengers enplaned at B destined for C.

Special case

In most of these flights, the passengers enplaned at A or B are destined for C. However, if some passengers are enplaned at A destined for B, the city-pair A-B must be reported since there are passengers for which the origin is A and the destination is B.

In this special case, the city-pair to be reported are:

Flight Number   City-Pair Passengers

    4234   A → B   -number of passengers enplaned at A destined for B.
    4234   A → C   -number of passengers enplaned at A destined for C.
    4234   B → C   -number of passengers enplaned at B destined for C.

A numeric example is explained on the following page.

Example 3: Charter flight: two origins and one destination (passengers only)

| - | Itinerary: | ORY | → | LGW | →YYZ | - | Type of aircraft: B757 |
| - | Flight number: | 4234 | | | | - | Available seats: 220 |

ORY   →   LGW   →   YYZ

80 passengers enplane at ORY:	40 Canadian origin		→	40 deplane at YYZ
	40 foreign origin		→	40 deplane at YYZ
100 enplane at LGW:	60 Canadian origin	→	60 deplane at YYZ
	40 foreign origin	→	40 deplane at YYZ

Note: The same rules will apply in a cargo only situation.

Example 4.   A flight with two origins and two destinations.

flight # 425

origins
Itinerary: A → B →   C   →   D   the aircraft departs from A,
destinations   goes to B, then C, and then D.

The aircraft transports passengers enplaned at A or B to the two (out of Canada) points C or D. The aircraft is completely unloaded at the last point in the itinerary (point D).

The city-pairs to be reported are:

Flight Number   City-Pair Passengers

   425   A → C   -number of passengers enplaned at A destined for C.
   425   A → D   -number of passengers enplaned at A destined for D.
   425   B → C   -number of passengers enplaned at B destined for C.
   425   B → D   -number of passengers enplaned at B destined for D.

Special case

In most of these flights, the passengers enplaned at A or B are destined for C or D. However, if some passengers are enplaned at A destined for B or enplaned at C destined for D, the city-pairs A-B or C-D must be reported since there are passengers for which the origin and destination are A and B or C and D.

In this special case, the city-pairs to be reported are:

Flight Number   City-Pair Passengers

   425   A → B   -number of passengers enplaned at A destined for B.
   425   A → C   -number of passengers enplaned at A destined for C.
   425   A → D   -number of passengers enplaned at A destined for D.
   425   B → C   -number of passengers enplaned at B destined for C.
   425   B → D   -number of passengers enplaned at B destined for D.
   425   C → D   -number of passengers enplaned at C destined for D.

A numeric example is explained on the following page.

Example 4: Charter flight: two origins and two destinations (passengers only)

-	Itinerary:	LAS	→	PHX	→	YYC	→	YEG	
-	Flight number:	425							

- Type of aircraft: B737
- Available seats: 140

LAS	→	PHX	→	YYC	→	YEG

80 passengers enplane at LAS:

10 Canadian origin		→		10 deplane at YYC	
70 foreign origin		→		50 deplane at YYC	→	20 deplane at YEG

50 passengers enplane at PHX:

5 Canadian origin				→	5 deplane at YEG
45 foreign origin	→	25 deplane at YYC		→	20 deplane at YEG

ii) **Example of a Circle Charter Flight**

Only one example of a circle flight is explained in this part. It is the case involving three airports. (**Circle flights** must have a minimum of three points). This type of circle flight is the simplest and also the most common for charter flights. Specific instructions for circle flights involving more than three airports are available by contacting the Aviation Statistics Centre.

Example 1. A circle flight with three points.

Flight # 421   Flight # 422

Itinerary: A → B → C → A   the aircraft departs from A, goes to B, goes to C, then goes back to A.

The aircraft transports passengers enplaned at A to the points B or C. Also, the aircraft transports passengers enplaned at B or C to the point A.

The city-pairs to be reported are:

Flight Number	City-Pair	Passengers
421	A → B	-number of passengers enplaned at A destined for B.
421	A → C	-number of passengers enplaned at A destined for C.
421/422	B → A	-number of passengers enplaned at B destined for A.
422	C → A	-number of passengers enplaned at C destined for A.

Note: When a city-pair involves two different flight numbers (as B-A in the example, i.e. the passengers going from B to A travel on flight 421 from B to C, stay on board at C, and travel on flight 422 from C to A), then **both flight numbers must be reported** in the space provided for flight number.

Also, you will have to place an asterisk in the field 22, to indicate the point where the turnaround occurs in a circle flight.

Example 1: Circle flight: three points (passengers only)

-     Itinerary: YUL   →   TPA   →   MIA   →   YUL   -   Type of aircraft: B757
-     Flight number: 421 et 422   -   Available seats: 220

YUL   →   421   →   TPA   →   421   →   MIA   →   422   →   YUL

220 passengers enpla-
ne at YMX: 180 Canadian origin → 80 deplane at TPA   →   100 deplane at MIA
    40 foreign origin → 20 deplane at TPA   →   20 deplane at MIA

        100 passengers enpla-
        ne at TPA: 75 Canadian origin   →   75 deplane at YUL
                25 foreign origin   →   25 deplane at YUL

                200 passengers enpla-
                ne at MIA: 175 Canadian origin →   175 deplane at YUL
                            25 foreign origin   →   25 deplane at YUL

VII   EDITING OF RECORDED DATA

Each air carrier is to develop its own editing procedures to ensure that the reported data are valid and that the reported data conform to the instructions outlined in this document.

A recommended set of edits can be found in Appendix C.

VIII   GLOSSARY

Bellyhold Cargo   -   Bellyhold Cargo is cargo which is carried in the bellyhold of an aircraft engaged in an AB, AB/IT, an AB (domestic), a CP or an IT charter, if that part is not required for use by the passenger charter contracts. Therefore, bellyhold cargo is not necessarily part of the passenger charter.

Circle Charter Flight   -   A Circle Charter Flight is a return flight which follows a circular itinerary. A circular itinerary begins and ends at the same point. The inbound portion does not retrace the path of the outbound portion.

Courier Goods   -   Courier goods are goods that are being carried for door-to-door transport. The goods could be such items as small packages containing instruments, precious metals, bank documents, letters, medical supplies, small machine parts or other similar items.

Ferry Flight   -   A Ferry Flight is a flight whose sole purpose is repositioning the aircraft, and which carries no passengers or cargo.

Charter Flight-   A Simple Charter Flight is a flight for which the first point of the itinerary is different from the last point of the itinerary.

<u>Types of Charter Flights</u>

Domestic Charter Flights

<u>DC</u> (Passengers only)

A DC flight is a one-way or return charter that originates and finishes in Canada and that is operated according to the conditions of a charter contract to carry passengers, entered into between one or two air carriers and one or more charterers, under which the charterer or charterers charter the entire passenger seating capacity of an aircraft, for resale by the charterer or charterers. All domestic passenger charter types should be reported with the code DC, except for domestic entity charters, which need not be reported.

Transborder Charter Flights

<u>TP</u> (Transborder Passenger)

A TP flight is a one-way or return charter that is operated between Canada and the United States according to the conditions of a charter contract to carry passengers, entered into between one or two air carriers and one or more charterers, under which the charterer or charterers charter the entire passenger seating capacity of an aircraft, for resale by the charterer or charterers. A "Transborder Passenger Charter" (TP) concerns traffic carried as Advance Booking (AB), Advance Booking/Inclusive Tour Combined (AT), Common Purpose (CP) or Inclusive Tour (IT) and only the charter type "TP" should be used to code any of the above <u>transborder</u> charter types.

<u>TN</u> (Transborder Passenger Non-Resaleable)

A TN flight is a one-way or return charter that is operated between Canada and the United States according to the conditions of a charter contract to carry passengers, entered into between one or two air carriers and one or more charterers, under which the charterer or charterers charter the entire passenger seating capacity of an aircraft and do not resell that passenger seating capacity. A "Transborder Passenger Non-Resaleable Charter" (TN) concerns traffic carried under an Entity Charter. For example, a professional baseball team travelling to a game would travel on an Entity Passenger Charter and be coded "TN".

<u>TG</u> (Transborder Goods)

A TG flight is a one-way or return charter that is operated between Canada and the United States according to the conditions of a charter contract to carry goods, entered into between one or two air carriers and one or more charterers, under which the charterer or charterers charter the entire payload capacity of an aircraft.

<u>TC</u> (Transborder Courier)

A TC flight is a one-way or return charter that is operated between Canada and the United States according to the conditions of a charter contract to carry courier goods, entered into between one or two air carriers and one or more charterers, under which

the charterer or charterers charter the entire payload capacity of an aircraft. Courier goods are goods being carried for door-to-door transport.

Important Note:

All charter flights operated between Canada and the United States, noted above, are to be reported on Statement 2 (I, II, III IV, V,F). This includes both charters originating in Canada, under Canadian rules, and those originating in the United States, under U.S. rules.

International Charter Flights

AB (Advance Booking)

An AB flight is a return passenger charter where one or more charterers contract for the entire passenger seating capacity of an aircraft for resale to the general public at a price per seat. The potential passengers observe a minimum prebooking deadline set with reference to the planned date of the outbound charter flight.

IT (Inclusive Tour)

An IT flight is a return passenger charter where one or more tour operators contract for the entire passenger seating capacity of an aircraft for resale to the general public at a per seat price which includes air fare and accommodation at destination.

AT (Advance Booking/Inclusive Tour Charter combined)

An AT flight is a return passenger charter where one or more charterers or tour operators contract for the entire passenger seating capacity of an aircraft for resale to the general public at a price per seat in the AB portion, and at a per seat price which includes air fare and accommodation at destination in the IT portion.

CP (Common Purpose)

A CP flight is a return passenger charter where one or more charterers contract for the entire passenger seating capacity of an aircraft, in order to provide air transportation at a price per seat to and from a common purpose event or in connection with a common purpose educational program.

EN (Entity Passenger)

An EN flight is a charter for which the cost of transportation of passengers is paid by one person, company or organization without any contribution, direct or indirect, from any other person. For example, a professional baseball team travelling to a game would travel on an entity passenger charter.

EC (Entity Cargo)

An EC flight is a charter for which the cost of transportation of goods is paid for by one person, company or organization without any contribution, direct or indirect, from any other person.

APPENDIX A
Valid Aircraft Type Codes

Manufacturer	Aircraft Type Code	Gross T/O Wt. '000 kg.	Gross T/O Wt. '000 lbs.
Aerospacelines			
Mini Guppy	AP3M	65	143
Pregnant Guppy	AP1P	61	134
Super Guppy	AP25	82	180
Super Guppy	AP45	77	170
Aerospatiale			
Caravelle	E10	58	128
Concorde	CONC	186	410
Airbus Industrie			
Airbus A300	EA30	171	377
Airbus A310	EA31	153	337
Airbus A320	EA32	72	159
Airbus A330	EA33	208	459
Airbus A340	EA34	251	553
Airtech (CASA/IPTN)			
CN-235	CN35	16	35
Antonov			
Antonov 12	AN12	61	134
Antonov 22	AN22	250	551
Antonov 24	AN24	22	49
Antonov 26	AN26	24	53
Antonov 30	AN30	23	51
Antonov 32	AN32	27	59
Antonov 72	AN72	33	73
Antonov 74	AN74	36	79
Antonov 124	AN14	405	893
ATR			
ATR 42	AT42	16	35
ATR 72	AT72	22	48
Boeing Company			
Boeing 707	B707	118	260
Boeing 707	B07H	152	335
Boeing 720B	B72S	107	236
Boeing 727	B727	89	196
Boeing 737	B737	53	117
Boeing 737	B73S	63	139
Boeing 737-400	B73F	68	150
Boeing 747	B747	352	776
Boeing 747 SP	B74S	313	690

Manufacturer	Aircraft Type Code	Gross T/O Wt. '000 kg.	Gross T/O Wt. '000 lbs.
Boeing Company (Cont'd)			
Boeing 747-400	B74F	394	868
Boeing 757	B757	109	240
Boeing 767	B767	137	302
British Aerospace			
ATP	BATP	23	51
BAC 1-11	BA11	40	88
BAE 146	BA46	41	90
Britannia	BR31	84	185
Concorde	CONC	186	410
Herald HPR	HP7	20	44
HS 125	HS25	10	22
HS 748	A748	22	49
Super VC 10	BA15	152	335
Trident	HS21	65	143
VC 10	BA10	142	313
Canadair Ltd.			
Challenger	CL60	15	33
Cosmopolitan	CL66	25	55
Yukon	CL44	96	212
Casa			
Aviocar	CS12	8	18
Cessna Aircraft Co.			
Citation III	C650	10	22
Citation V	C560	8	18
Dassault-Breguet			
Falcon 10	DA10	9	20
Falcon 20	DA20	13	29
Falcon 200	DA21	15	33
Falcon 30	DA30	17	37
Falcon 50	DA50	18	40
Falcon 900	DA90	21	46
De Havilland Aircraft			
Buffalo	DH5	19	42
Caribou	DHC4	13	29
Dash 7	DH7	20	44
Dash 8	DH8	15	33
Dash 8-300	DH83	19	42

Manufacturer	Aircraft Type Code	Gross T/O Wt. '000 kg.	Gross T/O Wt. '000 lbs.
Embraer			
Brasilia	E120	10	22
Fairchild Industries			
Flying Box Car	FA78	34	75
Friendship	FA27	20	44
Fokker			
Fellowship	FA28	30	66
Fokker 100	FK10	45	99
Fokker 50	FK50	21	46
Gates Learjet Corp.			
Learjet 35	LR35	8	18
Learjet 36	LR36	9	20
Learjet 54	LR54	10	22
Learjet 55	LR55	10	22
General Dynamics Corp.			
Canso/Catalina	CNSO	14	31
Convair 240	CV24	19	42
Convair 340	CV34	22	49
Convair 440	CV44	23	51
Convair 580	CV58	26	57
Convair 600	CV60	21	46
Convair 640	CV64	25	55
Convair 880	CV88	84	185
Coronado 990	CV99	112	247
Grumman Corp.			
Albatros	G64	18	40
Gulfstream Aerospace			
Gulfstream I	G159	16	35
Gulfstream II	G2	29	64
Gulfstream III	G3	32	71
Gulfstream IV	G4	32	71
Ilyushin			
Ilyushin 14	IL14	18	40
Ilyushin 18	IL18	65	143
Ilyushin 62	IL62	163	359
Ilyushin 76	IL76	190	419
Ilyushin 86	IL86	206	454
Ilyushin 96	IL96	216	476

Manufacturer	Aircraft Type Code	Gross T/O Wt. '000 kg.	Gross T/O Wt. '000 lbs.
Israel Aircraft Ind.			
Astra	WW25	11	24
Westwind	WW23	10	22
Westwind	WW24	11	24
Lockheed Corp.			
Constellation	L649	48	106
Constellation	L749	48	106
Electra/Orion	L188	53	117
Hercules	L100	71	157
Super Constellation	L49	61	134
Tri-Star L1011	L101	196	432
Tri-Star 500	L105	225	496
MBB-UT			
Hansa Jet	HF20	10	22
McDonnell Douglas			
DC-10	DC10	268	591
DC-3	DC3	13	29
DC-6B	DC6B	49	108
DC7/7B	DC7	56	123
DC-8	DC8	148	326
DC-9	DC9	41	90
MD-11	MD11	274	604
MD-80	MD80	73	161
MD-90	MD90	51	112
Skymaster	DC4	34	75
Super DC-3	DC3S	15	33
Super DC-8	DC86	159	351
Super DC-8	DC87	162	357
Mitsubishi Aircraft			
Diamond	MU3	8	18
Nihon Aeroplane Mfg.			
Nihon	YS11	25	55
Piaggio			
Piaggio-Douglas	P808	9	20
Rockwell Int. Corp.			
Sabreliner	N265	10	22
Saab-Fairchild			
Saab Fairchild 340	SF34	12	26

Manufacturer	Aircraft Type Code	Gross T/O Wt. '000 kg.	Gross T/O Wt. '000 lbs.
Short Brothers Ltd.			
Belfast	SH5	105	231
Shorts 330	SHD3	10	22
Shorts 360	SHD6	12	26
Tupolev			
TU-134	T134	47	104
TU-154	T154	96	212
Yakovlev			
Yak-40	YK40	14	31
Yak-42	YK42	53	117

APPENDIX B
Metric Conversion Table

Imperial   Metric

short ton   2,000 lbs   907 kg

pound   16 ounces   0.454 kg

Metric   Imperial

1 tonne   1 000 kg   1.1 short ton

APPENDIX C
Carrier Pre-Edit Checks Recommended for Statement 2 (I,II,III, IV,V,F)

1. Each field has been completed. If value is zero, indicate using a zero. If the item is not applicable, enter a dash.

2. The page number and the total number of pages (fields 01/04) are recorded in the upper right hand corner of each form.

3. The year and month (field 11) reflect the month shown in field 42 for the initial point of each flight reported.

4. The weight unit box (field 17) has been checked indicating the units used to complete the form.

5. Circle charter flights are indicated with an asterisk ("*") (field 22) where flight number changes (i.e., inbound itinerary).

6. The total number of revenue passengers in the aircraft does not exceed available seats. Do not report non-revenue passengers.

7. The total weight of the goods (field 65) does not exceed the number of tonnes/tons available for revenue goods (field 32).

8. Only Official Airline Guide codes (O.A.G.) are used in fields 38 and 46.

9. International passenger charter types (AB, AT, CP, EN, IT) have passenger data in fields 28, 56 and 61.

10. International entity cargo charters have goods data in fields numbered 32 and 65.

11. Transborder courier goods are coded separate from other transborder goods, under the charter type TC.

12. The end of each flight is identified with a "1" (field 69). This includes single leg and multiple leg itineraries.

13. The name and telephone number of the authorized officer is recorded on the bottom of the report.

APPENDIX D
Diskette Record Layout

Specifications for Submitting Charter On-Flight Origin and Destination Data on Diskette

1) Electronic Media:
   a) 5 ¼ or 3 ½ diskette (double sided, high density).
   b) External Diskette label:
   'Charter On-Flight O & D',
   Data set name,
   Reporting period (YYYYMM),
   Contact Name and phone number.

2) Data Characteristics:
   a) Record Format = Fixed Block,
       Record Length = 69,
       Data Format = ASCII,
       Label = No Internal Label,
       Delimiters = No Delimiters.

   b) Record Layout

Field	Size	Position	Type	Description	Justify
1	3	1-3	N	Hardcode to '001'	
2	3	4-6	N	Hardcode to '001'	
3	3	7-9	AN	Carrier Code	Left
4	1	10-10	A	Hardcode to blank	
5	6	11-16	N	Date (YYYYMM)	
6	1	17-17	A	Weight Units ('M'/'I')	
7	4	18-21	N	Flight Number	Right
8	1	22-22	A	Circle Flight ('*')	
9	5	23-27	AN	Aircraft Type	Left
10	3	28-30	N	Number Available Seats	Right
11	1	31-31	A	Hardcode to blank	
12	5	32-36	N	Goods Available	Right
13	1	37-37	A	Hardcode to blank	
14	4	38-41	AN	Airport Code (Enplanement)	Left
15	4	42-45	N	Departure Date (MMDD)	
16	4	46-49	AN	Airport Code (Deplanement)	Left
17	4	50-53	N	Arrival Date (MMDD)	
18	2	54-55	A	Charter Type	
19	3	56-58	N	Canadian Origin Passengers	Right
20	2	59-60	A	Hardcode to blank	
21	3	61-63	N	Foreign Origin Passengers	Right
22	1	64-64	A	Hardcode to blank	
23	4	65-68	N	Goods (Tons/Tonnes)	Right
24	1	69-69	N	End of Flight Indicator	

   c) Zero-fill numeric fields.

   d) Blank fill all fields where data are unavailable.