

(g) *External tape label information.* (1) Carrier name.

(2) Report date.

(3) File identification.

(4) Carrier address for return of tape reel.

(h) *Standards.* It is the policy of the Department to be consistent with the American National Standards Institute and the Federal Standards Activity in all data processing and telecommunications matters. It is our intention that all specifications in this application are in compliance with standards promulgated by these organizations.

(i) *Volume, header, and trailer label formats—*

(1) *Use standard IBM label formats.* The file identifier field of the header labels should be "T-100.SYSTEM".

(2) [Reserved]

(j) *Magnetic tape record layouts for T-100—(1) Nonstop segment record layout.*

Field No.	Positions	Mode	Description
1 ...	1	1T ...	Record type code (S = nonstop segment).
2 ...	2-6	5T ...	Carrier entity code.
3 ...	7-12	6T ...	Report date (YYYYMM).
4 ...	13-15	3T ...	Origin airport code.
5 ...	16-18	3T ...	Destination airport code.
6 ...	19	1T ...	Service class code (F, G, L, N, P or R).
7 ...	20-23	4T ...	Aircraft type code.
8 ...	24-28	5N ...	Revenue departures performed (F, G, L, N, P, R510).
9 ...	29-38	10N	Available capacity payload (lbs) (F, G, L, N, P, R270).
10 ..	39-45	7N ...	Available seats (F, L, N310).
11 ..	46-52	7N ...	Passengers transported (F, L, N130).
12 ..	53-62	10N	Rev freight transported (F, G, L, N, P, R237)(in lbs).
13 ..	63-72	10N	Revenue mail transported (F, G, L, N, P, R239) (in lbs).
14 ..	73-77	5N ...	Revenue aircraft departures scheduled (F, G520).
15 ..	78-87	10N	Rev hrs, ramp-to-ramp (F, G, L, N, P, R630) (in minutes).
16 ..	88-97	10N	Rev hrs, airborne (F, G, L, N, P, R610) (in minutes).

T=Text.  
N=Numeric.

(2) *On-flight market record layout.*

Field No.	Positions	Mode	Description
1 ...	1	1T ...	Record type: M = on-flight market record.
2 ...	2-6	5T ...	Carrier entity code.
3 ...	7-12	6T ...	Report date (YYYYMM).
4 ...	13-15	3T ...	Origin airport code.
5 ...	16-18	3T ...	Destination airport code.
6 ...	19	1T ...	Service class code (F, G, L, N, P or R).
7 ...	20-26	7N ...	Total passengers in market (F, L, N110).
8 ...	27-36	10N	Rev freight in market (F, G, L, N, P, R217) (in lbs).
9 ...	37-46	10N	Revenue mail in market (F, G, L, N, P, R219) (in lbs).

T=Text.  
N=Numeric.

(k) *Record layouts for microcomputer diskettes.* The record layouts for diskette are generally identical to those shown for magnetic tape, with the exception that delimiters (quotation marks and commas) are used to separate fields. It is necessary that the order of fields be maintained in all records.

(1) *File characteristics.* The files will be created in ASCII delimited format, sometimes called Data Interchange Format (DIF). This form of recording data provides for variable length fields (data elements) which, in the case of alphabetic data, are enclosed by quotation marks (") and separated by a comma (,) or tab. Numeric data elements that are recorded without editing symbols are also separated by a comma (,) or tab. The data are identified by their juxtaposition within a given record. Therefore, it is critical that each record contain the exact number of data elements, all of which must be juxtapositionally correct. PC software including most spreadsheets, data base management programs, and BASIC produce minidisks files in this format.

(2) *File naming conventions for diskettes.* For microcomputer reports, each record type should be contained in a separate DOS file on the same physical diskette. The following DOS naming conventions shall be followed:

- (i) Record type S = SEGMENT.DAT
- (ii) Record type M = MARKET.DAT

[Doc. No. OST 98-4043, 67 FR 49231, July 30, 2002]

**§ 298.62 Reporting of financial data.**

(a) Each commuter air carrier and each small certificated air carrier shall file BTS Form 298-C, Schedule F-1 "Report of Financial Data." This report shall be filed quarterly as set forth in § 298.60 of this part.

(b) Each carrier shall indicate in the space provided, its full corporate name and the quarter for which the report is filed.

(c) This schedule shall be used to report financial data for the overall or system operations of the carrier. At the option of the carrier, the data may be reported in whole dollars by dropping the cents. Financial data shall be reported in the following categories:

(1) Line 1 "Total Operating Revenues" shall include gross revenues accruing from services ordinarily associated with air transportation and air transportation-related services. This category shall include revenue derived from scheduled service operations, revenue derived from nonscheduled service operations, amounts of compensation paid to the carrier under section 41732

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of the Statute and other transport-related revenue such as in-flight sales, restaurant and food service (ground), rental of property or equipment, limousine service, cargo pick-up and delivery charges, and fixed-base operations involving the selling or servicing of aircraft, flying instructions, charter flights, etc.

(2) Line 2 "Total Operating Expenses" shall include expenses of a character usually and ordinarily incurred in the performance of air transportation and air transportation services. This category shall include expenses incurred: directly in the in-flight operation of aircraft; in the holding of aircraft and aircraft personnel in readiness for assignment to an in-flight status; on the ground in controlling and protecting the in-flight movement of aircraft; landing, handling or servicing aircraft on the ground; selling transportation; servicing and handling traffic; promoting the development of traffic; and administering operations generally. This category shall also include expenses which are specifically identifiable with the repair and upkeep of property and equipment used in the performance of air transportation, all depreciation and amortization expenses applicable to property and equipment used in providing air transportation services, all expenses associated with the transport-related revenues included on line 1 of this schedule, and all other expenses not specifically mentioned which are related to transport operations. Interest expense and other nonoperating expenses attributable to financing or other activities which are extraneous to and not an integral part of air transportation or its incidental services shall not be included in this category.

(3) Line 3 "Net Income or (Loss)" shall reflect all operating and nonoperating items of profit and loss recognized during the period except for prior period adjustments.

(4) Line 4 "Passenger Revenues-Scheduled Service" shall include revenue generated from the transportation of passengers between pairs of points which are served on a regularly scheduled basis.

(d) Data reported on this schedule shall be withheld from public release

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for a period of 3 years after the close of the calendar quarter to which the report relates.

[ER-1399, 50 FR 20, Jan. 2, 1985, as amended by 53 FR 48528, Dec. 1, 1988; 60 FR 43528, Aug. 22, 1995; 60 FR 66726, Dec. 26, 1995; 67 FR 49234, July 30, 2002]

### § 298.63 Reporting of aircraft operating expenses and related statistics by small certificated air carriers.

(a) Each small certificated air carrier shall file BTS Form 298-C, Schedule F-2 "Report of Aircraft Operating Expenses and Related Statistics." This schedule shall be filed quarterly as prescribed in § 298.60. Data reported on this report shall be for the overall or system operations of the air carrier.

(b) Each carrier shall indicate in the space provided its full corporate name and the quarter for which the report is filed.

(c) This schedule shall show the direct and indirect expenses incurred in aircraft operations. Direct expense data applicable to each aircraft type operated by the carrier shall be reported in separate columns of this schedule. Each aircraft type reported shall be identified at the head of each column in the space provided for "Aircraft Type." "Aircraft Type" refers to aircraft models such as Beech-18, Piper PA-32, etc. Aircraft Type designations are prescribed in the *Accounting and Reporting Directives*, which is available from the BTS' Office of Airline Information. In the space provided for "Aircraft Code" carriers shall insert the three digit code prescribed in the *Accounting and Reporting Directives* for the reported aircraft type. (NOTE: Aircraft of the same type but different cabin configuration may be grouped into a single classification; therefore, carriers are not required to report the fourth digit of an aircraft code indicating cabin configuration.)

(d) Line 1 Direct aircraft operating expenses shall be reported in the following categories:

(1) Line 2 "Flying Operations (Less Rental)" shall be subdivided as follows:

(i) Line 3 "Pilot and Copilot" expense shall include pilots' and copilots' salaries, and related employee benefits,