total operating and nonoperating revenues.

(c) Summary of traffic and capacity statistics. This summary shall include the following elements:

1. Total revenue ton-miles, which are the aircraft miles flown on each flight stage times the number of tons of revenue traffic carried on that stage. They shall be categorized as follows:
   (i) Property; and
   (ii) Mail.

2. Revenue tons enplaned, reflecting the total revenue tons of cargo loaded on aircraft during the annual period;

3. Available ton-miles, reflecting the total revenue ton-miles available for all-cargo service during the annual period, and computed by multiplying aircraft miles flown on each flight stage by the number of tons of aircraft capacity available for that stage;

4. Aircraft miles flown, reflecting the total number of aircraft miles flown in cargo service during the annual period;

5. Aircraft departures performed, reflecting the total number of take-offs performed in cargo service during the annual period;

6. Aircraft hours airborne, reflecting the aircraft hours of flight (from take-off to landing) performed in cargo service during the annual period.


§ 291.44 BTS Schedule P–12(a), Fuel Consumption by Type of Service and Entity.

(a) For the purposes of BTS schedule P–12(a), type of service shall be either scheduled service or nonscheduled service as those terms are defined in §291.45(c)(2) and (3).

(b) For the purpose of this schedule, scheduled service shall be reported separately for:

1. Intra-Alaskan operations;

2. Domestic operations, which shall include all operations within and between the 50 States of the United States (except Intra-Alaska), the District of Columbia, the Commonwealth of Puerto Rico and the United States Virgin Islands, or a U.S. territory or possession to a place in any State of the United States the District of Columbia, the Commonwealth of Puerto Rico and the United States Virgin Islands, or a U.S. territory or possession;

3. International operations are flight stages with one or both terminals outside the 50 States of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the United States Virgin Islands, or a U.S. territory or possession.

(c) For the purpose of this schedule, nonscheduled service shall be reported separately for domestic operations and international operations as defined in paragraphs (b)(2) and (b)(3) of this section, except that domestic and international Military Airlift Command (MAC) operations shall be reported on separate lines.

(d) The cost data reported on each line shall represent the average cost of fuel, as determined at the station level, consumed in that geographic entity.

(e)(1) The cost of fuel shall include shrinkage, but excludes:

1. “Throughput” and “in to plane” fees, i.e., service charges or gallonage levies assessed by or against the fuel vendor or concessionaire and passed on...

(a) Each section 41103 all-cargo air carrier shall file Schedule T–100, “U.S. Air Carrier Traffic and Capacity Data by Nonstop Segment and On-Flight Market”.

(b) Schedule T–100 shall be filed monthly.

(1) Schedule T–100 collects summarized flight stage data and on-flight market data for revenue flights. All traffic statistics shall be compiled in terms of each flight stage as actually performed. The detail T–100 data shall be maintained in such a manner as to permit monthly summarization and organization into two basic groupings. First, the nonstop segment information which is to be summarized by equipment type, within class of service, within pair-of-points, without regard to individual flight number. The second grouping requires that the enplanement/deplanement information be broken out into separate units called on-flight market records, which shall be summarized by class of service, within pair-of-points, without regard for equipment type or flight number.

(2) Joint-service operations. The Department may authorize joint-service operations between two direct air carriers. Examples of these joint-service operations are: blocked-space agreements; part-charter agreements; code-sharing agreements; wet-lease agreements, and similar arrangements.

(i) Joint-service operations are reported by the carrier in operational control of the flight, i.e., the carrier that uses its flight crews under its own FAA operating authority. The traffic moving under these agreements is reported on Schedule T–100 the same way as any other traffic on the aircraft.

(ii) If there are questions about reporting a joint-service operation, contact the BTS Assistant Director—Airline Information (fax no. 202 366–3383, telephone no. 202 366–4373). Joint-service operations are reported in Schedule T–100 in accordance with this paragraph (b).

(iii) Operational control. The air carrier in operational control of the aircraft (the carrier that uses its flight crews under its own FAA operating authority) must report joint services.

(c) Service classes. (1) The statistical classifications are designed to reflect the operating characteristics attributable to each distinctive type of service offered. The combination of scheduled and nonscheduled operations with passenger, all-cargo, and military services are placed into service classes as follows:

<table>
<thead>
<tr>
<th>Code</th>
<th>Type of service</th>
</tr>
</thead>
<tbody>
<tr>
<td>F</td>
<td>Scheduled Passenger/Cargo.</td>
</tr>
<tr>
<td>G</td>
<td>Scheduled All-Cargo.</td>
</tr>
<tr>
<td>L</td>
<td>Nonscheduled Civil Passenger/Cargo/</td>
</tr>
<tr>
<td>P</td>
<td>Nonscheduled Civil Cargo.</td>
</tr>
<tr>
<td>N</td>
<td>Nonscheduled Military Passenger/Cargo.</td>
</tr>
<tr>
<td>R</td>
<td>Nonscheduled Military Cargo.</td>
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</tbody>
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