

Memorandum  
of  
Cooperation  
between the  
Bureau of Transportation Statistics,  
U.S. Department of Transportation  
and  
Statistics Canada

**Background:**

Recognizing that the "Air Transport Agreement between the Government of Canada and the Government of the United States of America", signed in February 1995, provides that:

"The aeronautical authorities of both Parties shall continue the program which has been inaugurated of joint preparation of agreed true origin and destination statistics for air passenger traffic over the routes operated pursuant to this Agreement." (See Article 15).

**Article I**  
**Data Exchange and Publication**

The Bureau of Transportation Statistics, U.S. Department of Transportation (BTS) and Statistics Canada (Participants) intend to exchange the air passenger origin and destination data for trips containing an identifiable Canada-United States segment. These data are collected in Canada and the United States on a quarterly basis and now include, but are not limited to, ticket-base data elements by city-pair as follows [For a complete list of the data elements and a description of the technical aspects of the data exchange, please see Attachment A.] :

- 1) Year;
- 2) Quarter;
- 3) Passenger Count;
- 4) 1<sup>st</sup> Airport Code;
- 5) 1<sup>st</sup> Operating Carrier;
- 6) 1<sup>st</sup> Ticketed Carrier;
- 7) Fare Basis Code;
- 8) 2<sup>nd</sup> Airport code;
- 9) 2<sup>nd</sup> Operating Carrier;
- 10) 2<sup>nd</sup> Ticketed carrier;
- 11) Fare Basis Code;
- 12) etc.

BTS intends to combine these data together with large Canadian carriers' air passenger origin and destination data for trips containing identifiable Canada – United States segments for internal purposes. Currently, BTS does not plan to publish these data in aggregate format. Statistics Canada intends to combine these data together with large American carriers' air passenger origin and

destination data for trips containing identifiable Canada - United States segments for internal purposes. Statistics Canada also intends to publish these data, in aggregated format, in the Statistics Canada publication Air Passenger Origin Destination, Canada – United States Report (Catalogue 51-205-XIB).

## **Article II** **Confidentiality**

The Participants intend that the following conditions apply to the exchange of confidential data under this Memorandum:

- 1) The Participants intend to use the confidential aviation data only for statistical and research purposes.
- 2) Each Participant should take precautions to ensure that the confidential aviation data is not transmitted, shared, distributed or copied for release unless each Participant has approved the transmission, sharing, distribution or copying.
- 3) If either Participant receives a request for the other Participant's confidential aviation data, the receiving Participant should immediately notify the other Participant. The Participants intend to confer on how to respond to each request.
- 4) Access to confidential data is intended to be limited to those employees of BTS and Statistics Canada who have a need to review the confidential aviation data due to the nature of their job positions. If either Participant plans to grant access to detailed data outside its own organization, except where BTS is granting access within U.S. Department of Transportation or Statistics Canada is granting access to the Canadian Department of Transportation or the Canadian Transportation Agency, then the Participant granting access should: a) Notify the other Participant prior to any access or release of detailed data; b) Upon receiving consent of the other Participant, obtain a written confidentiality agreement from the receiving organization; c) Review with the receiving organization that it has the proper controls and safeguards to avoid any unauthorized disclosure of the confidential data and the restriction that the data will only be used for statistical and research purposes; d) Ensure the receiving organization appoints a "Responsible Official" to manage and safeguard the confidential aviation data;
- 5) The Participants may review any report that uses the confidential aviation data and is intended for circulation beyond each Participant's staff. The confidential aviation data used to prepare such reports should be presented in an aggregate form so that an individual reviewing the report would be unable to identify any individual air carrier's market information.

## **Article III** **Responsible Official for the Data Exchange**

The Participants intend to select and maintain liaisons for the data exchange. The following individuals will act as Responsible Officials for the data exchange:

Clay Moritz (Primary)  
Bernie Stankus and Marianne Seguin (Alternates)  
Office of Airline Information  
Bureau of Transportation Statistics  
400 7<sup>th</sup> St., SW, Room 4125  
Washington, DC 20590  
202-366-4385 or 4387; FAX 202-366-3640  
[clay.moritz@bts.gov](mailto:clay.moritz@bts.gov) ; [benie.stankus@bts.gov](mailto:benie.stankus@bts.gov); [marianne.seguin@bts.gov](mailto:marianne.seguin@bts.gov)

Robert Masse (Primary)  
Genevieve Ouellet (Alternate)  
Aviation Statistics Centre  
Transportation Division  
Statistics Canada  
120 Parkdale Avenue  
Main Building, Room 1506  
Ottawa, Ontario, Canada K1A OT6  
613-951-8699; 613-951-8263  
[Robert.masse@statcan.ca](mailto:Robert.masse@statcan.ca); [genevieve@statscan.ca](mailto:genevieve@statscan.ca).

The Participants intend that the Responsible Officials' duties will include observance of all conditions of use and the establishment and maintenance of security arrangements to prevent unauthorized use or access to the confidential aviation data. These include that:

- a) No unnecessary backup copies of the confidential data be made.
- b) The original confidential data copy is to be secured under lock and key. Only authorized personnel have access to the lock combinations and keys.
- c) The confidential data may only be installed on secure password-protected workstations. Only the authorized personnel may have the ability to access the confidential data on these workstations. No other persons may have access to the confidential data on these workstations. If the confidential data is installed on a server, security arrangements must be made to prevent unauthorized access to the confidential data on the server. Only authorized personnel may have access to the confidential data on a server.

#### **Article IV** **Modifications/Amendments**

The Participants may modify this memorandum upon mutual consent. All modifications or amendments should be in writing.

**Article V**  
**Review**

The Participants intend to review this memorandum annually and, upon mutual consent, make any written amendments as necessary. Nothing in this memorandum is intended to conflict with the current Statistics Canada or BTS directives or with the laws and regulations of each government applicable to the data referred to in this memorandum. If any terms of this memorandum are inconsistent with the existing directives/regulations of each Participant, then those directives/regulations govern. At the first opportunity for review of the memorandum, all necessary changes should be accomplished either by an amendment to this memorandum or by entering into a new memorandum, whichever is deemed expedient to the interest of both Participants. Should a disagreement arise on the interpretation of the provisions of this memorandum, or amendments and/or revisions thereto, that cannot be resolved by the Responsible Officials, the area(s) of disagreement should be stated in writing by each Participant and presented to the other Participant for consideration. If agreement on interpretation is not reached within sixty days, the Responsible Officials shall forward the written presentation of the disagreement to respective higher officials for appropriate resolution.

**Article VI**  
**Termination**

This Memorandum terminates upon the expiration of the "Air Transport Agreement between the Government of Canada and the Government of the United States of America", signed in February 1995 or the modification, amendment or removal of Article 15, as cited above.

Signed in Washington, DC, and in Ottawa

For the Bureau of Transportation Statistics, U.S. Department of Transportation

Donald W. Bright  
Don Bright  
Director, Office of Airline Information  
Bureau of Transportation Statistics

8-4-2004  
Date

For Statistics Canada

Gordon Baldwin  
Gordon Baldwin  
Director, Transportation Division  
Statistics Canada

16 August 2004  
Date

**U.S. Department of Transportation**  
Bureau of Transportation Statistics ~ Office of Airline Information

**Data Bank 1B-ASC**  
*Origin and Destination Ticket Survey*  
**File and Record Descriptions**

*“Special product for the Aviation Statistics Center in Canada”*



January 2004

This attachment describes the technical aspects of mutual data exchange program between the Bureau of Transportation (BTS) and Statistics Canada. The aviation data when presented in a detailed format is considered confidential business information and access should be limited to those employees of BTS and Statistics Canada that have a need to review the confidential aviation data due to the nature of their job positions.

**DATA BASE NAME:**

**Origin and Destination Ticket Survey (for the Aviation Statistics Center in Canada) DB1B-ASC**

Released as: DB1B.CANADA.200203.REL01.16JAN2004.zip

Filename: db1b.canada.200203.asc

**FILE DESCRIPTION:**

This **Origin and Destination Ticket Survey** file is made exclusively for the Aviation Statistics Center in Canada.

It contains ASCII, pipe “|” separated, data from a continuous 10% sample of airline tickets as reported by participating U.S. Carriers. This file includes the full itinerary data where there is at least one coupon on the ticket, between the United States and Canada. For this special release, the dollar amount paid by each passenger is NOT shown.

The data is summarized by the ticket route and dollar amount paid. DOT posts the mileage for each coupon, applies a numeric code identifying each city/airport, and a world area code to indicate the state/country.

**CONTACT INFORMATION:**

Department of Transportation  
Office of Airline Information, K-25, Room 4125  
Bureau of Transportation Statistics  
400 7th Street, SW  
Washington, DC 20590

Telephone (202) 366 4373

**RECORD FORMAT** - Origin & Destination Ticket Survey – **DB1B-ASC**:

	FIELD NAME	MAX FIELD LENGTH	DATA TYPE	DESCRIPTION OF DATA
1	Dollar Value	7	Numeric	Value = 0 - Dollar amount is NOT Included in this special file for <i>Aviation Statistics Center in Canada</i>
2	Reporting Carrier	2	Character	Carrier code of reporting air carrier
3	Date of Data	5	Numeric	Date (ccyyq) cc = century, yy = year, q = quarter
4	Number of Coupons	3	Numeric	Number of coupons in the itinerary ... Max. of 23.
5	Number of Passengers	7	Numeric	Number of passengers in the itinerary who paid the same dollar amount.
6	Airport Code	3	Character	Origin alpha code for first coupon
7	Dollar Credibility Indicator	1	Character	See Note A Value = blank - Because the Dollar Value field is zeroed out in this special file, this field will be blank.
8	City Numeric Code	5	Numeric	See Note B
9	Airport Indicator	1	Numeric	See Note C
10	City World Area	3	Numeric	See Note D
11	Operating Carrier Code	2	Character	The <b>actual operating carrier</b> for the coupon
12	Coupon Type Code for Operating Carrier	1	Character	See Note E
13	Ticketed Carrier Code	2	Character	The <b>advertised ticketed carrier</b> appearing on the coupon. See Note F
14	Coupon Type Code for Ticketed Carrier	1	Character	See Note E
15	Fare Basis Code	1	Character	See Note G
16	Coupon Distance	5	Numeric	Nonstop mileage for the coupon
17	Airport Code	3	Character	Destination code for the coupon and Origin code for the following coupon, if any
18	Trip Break Code	1	Character	See Note H
19	City Numeric	5	Numeric	See Note B
20	Airport Indicator	1	Numeric	See Note C
21	City World Area	3	Numeric	See Note D

**NOTES - DB1B-ASC - Origin and Destination Ticket Survey** for the Aviation Statistics Center in Canada:

The fields 11-21 constitute a reporting segment, with at least one segment in each record. Names and positions refer to the first segment. The number of repeating segments is based upon the "Number of Coupons"

- A. Dollar Credibility Indicator - (Effective 4th Qtr. 1988): Dollar amount is NOT included in this special file for *Aviation Statistics Center in Canada*. Identifies records where the dollar value reported on the ticket was outside credible limits based on cents-per-mile. Asterisk(\*) denotes a questionable fare value. Other records contain a space.
- B. City Numeric Code: Used to put multiple airports together under the applicable city.
- C. Airport Indicator: A single digit used with the City Numeric Code to place multiple airports in sequence within a city.
- D. City World Area Code: A numeric value used to identify the state or country where the airport is located.
- E. Coupon Type Codes:
  - A - U.S. Reporting carrier flying between two U.S. points.
  - B - U.S. Reporting carrier flying between a U.S. point and a foreign point.
  - C - U.S. Reporting carrier flying between two foreign points.
  - D - U.S. Non-reporting carrier flying within North America or surface (--) traffic.
  - E - Foreign carrier flying between two U.S. points (cabotage).
  - F - Foreign carrier flying between a foreign point and a U.S. point.
  - G - Non-reporting, Foreign or Unknown carrier flying between foreign points.
- F. Ticketed carrier will be the same as operating carrier, in the absence of a code-sharing or other joint service agreement.
- G. Fare Basis Codes - (Effective January 1998):
  - F - Unrestricted First Class
  - G - Restricted First Class
  - C - Unrestricted Business Class
  - D - Restricted Business Class
  - Y - Unrestricted Coach Class
  - X - Restricted Coach Class
  - U - Unknown
- H. Trip Break Code: Used to mark the break point or "turn around" point in a passengers ticket itinerary. Classifications are as follows:
  - X - Directional O&D break
  - Y - Domestic Portion of an International Directional O&D
  - Z - Online Portion of a Directional O&D