

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

**Data Bank 1C**  
**PUBLIC COUPON version**  
**File and Record Descriptions**



**Department of Transportation**  
Office of Secretary of Transportation-Research and Technology  
Bureau of Transportation Statistics  
**Office of Airline Information**  
**RTS-42**  
**1200 New Jersey Avenue, SE**  
**Washington, DC 20590**

**PRODUCT: DB1C PUBLIC COUPON - Origin and Destination Survey**

**FILE DESCRIPTION:**

This file contains comma separator (,) separated data reported by participating air carriers from the continuous 40% sample of airline tickets. It includes the full itinerary and dollar amount paid by each passenger, where the entire itinerary contains ONLY U.S. points/airports. The data are summarized by routing and dollars 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.

**RECORD FORMAT - Ticket Origin & Destination – DB1C PUBLIC COUPON Records:**

|   | <b>FIELD NAME</b>     | <b>COLUMN NAME</b> | <b>FIELD LENGTH</b> | <b>DATA TYPE</b> | <b>DESCRIPTION</b>   |
|---|-----------------------|--------------------|---------------------|------------------|--|
| 1 | Itinerary ID          | ITINID             | (up to) 15          | Numeric          | Unique ticket identification number for every ticket: First four digits are the year of data, next 2 digits are the month of the data, remaining numbers are system generated unique numbers. This ID connects the ticket to the other tables of Ticket, Market and Segment.   |
| 2 | Market ID             | MKTID              | (up to) 15          | Numeric          | Unique system generated market identification number used to identify each market in the ticket. First four digits being the year of data, next 2 digits being month of the data, remaining numbers are system generated unique numbers. A Market ID is assigned to each market. The Market IDs are different for every ticket even if the same market exists in multiple tickets. |
| 3 | Sequence Number       | SeqNum             | 1                   | Numeric          | Sequence number of the coupon in the ticket  |
| 4 | Coupons               | Coupons            | Varies              | Numeric          | Count of the number of coupons in ticket   |
| 5 | Reporting Year        | RpYear             | 4                   | Numeric          | Year of Reporting, yyyy=year   |
| 6 | Reporting Quarter     | RpQuarter          | 1                   | Numeric          | Quarter of Reporting (1-4)   |
| 7 | Reporting Month       | RpMonth            | 2                   | Numeric          | Month of Reporting, mm=month (1-12)  |
| 8 | Scheduled Flight Year | SchFIYr            | 4                   | Numeric          | The Scheduled Flight Year of the First Coupon, yyyy=year. "Scheduled" as ticket was sold.  |

|    |                            |                    |    |           |  |
|----|----------------------------|--------------------|----|-----------|--|
| 9  | Scheduled Flight Quarter   | SchFlQuarter       | 2  | Numeric   | The Scheduled Flight Quarter of the First Coupon. "Scheduled" as ticket was sold.  |
| 6  | Scheduled Flight Month     | SchFlMo            | 2  | Numeric   | The Scheduled Flight Month of the First Coupon, mm=month. "Scheduled" as ticket was sold.  |
| 7  | Origin Airport ID          | OriginAirportID    | 5  | Numeric   | Origin Airport, Airport ID. An identification number assigned by US DOT to identify a unique airport. Use this field for airport analysis across a range of years because an airport can change its airport code and airport codes can be reused.  |
| 8  | Origin Airport Sequence ID | OriginAirportSeqID | 7  | Numeric   | Origin Airport, Airport Sequence ID. An identification number assigned by US DOT to identify a unique airport at a given point of time. Airport attributes, such as airport name or coordinates, may change over time.   |
| 9  | Origin City Market ID      | OriginCityMarketID | 5  | Numeric   | Origin Airport, City Market ID. City Market ID is an identification number assigned by US DOT to identify a city market. Use this field to consolidate airports serving the same city market.  |
| 10 | Origin                     | Origin             | 3  | Character | Origin airport code. A three character alpha-numeric code issued by the U.S. Department of Transportation which is the official designation of the airport. The airport code is not always unique to a specific airport because airport codes can change or can be reused.   |
| 11 | Origin Country             | OriginCountry      | 2  | Character | Origin airport country for coupon  |
| 12 | Origin State Fips          | OriginStateFips    | 2  | Numeric   | Origin Airport, State FIPS. Please see Origin and Destination DB 1B Coupon, "OriginStateFips" "Analysis" for state codes.  |
| 13 | Origin State               | OriginState        | 2  | Character | Origin Airport, State  |
| 14 | Origin State Name          | OriginStateName    | 13 | Character | Origin State Name  |
| 15 | Origin World Area Code     | OriginWAC          | 3  | Numeric   | Origin Airport, World Area Code. Numeric codes used to identify geopolitical areas such as countries, states (U.S.), provinces (Canada), and territories or possessions of certain countries. The codes are used within the various data banks maintained by the Office of Airline Information (OAI) and are created by OAI. |

|    |  |                  |    |           |   |
|----|--|------------------|----|-----------|---|
| 16 | Destination Airport ID                 | DestAirportID    | 5  | Numeric   | Destination Airport, Airport ID. An identification number assigned by US DOT to identify a unique airport. Use this field for airport analysis across a range of years because an airport can change its airport code and airport codes can be reused.  |
| 17 | Destination Airport Sequence ID        | DestAirportSeqID | 7  | Numeric   | Destination Airport, Airport Sequence ID. An identification number assigned by US DOT to identify a unique airport at a given point of time. Airport attributes, such as airport name or coordinates, may change over time.   |
| 18 | Destination City Market Identification | DestCityMarketID | 5  | Numeric   | Origin Airport, City Market ID. City Market ID is an identification number assigned by US DOT to identify a city market. Use this field to consolidate airports serving the same city market.   |
| 19 | Destination                            | Dest             | 3  | Character | Destination airport code. A three character alpha-numeric code issued by the U.S. Department of Transportation which is the official designation of the airport. The airport code is not always unique to a specific airport because airport codes can change or can be reused.   |
| 20 | Destination Country                    | DestCountry      | 2  | Character | Destination airport country for coupon  |
| 21 | Destination State Fips                 | DestStateFips    | 2  | Numeric   | Destination Airport, State FIPS. Please see Origin and Destination DB1B Coupon, "OriginStateFips" "Analysis" for state codes.   |
| 21 | Destination State                      | DestState        | 2  | Character | Destination Airport, State  |
| 22 | Destination State Name                 | DestStateName    | 13 | Character | Destination State Name  |
| 23 | Destination World Area Code            | DestWAC          | 3  | Numeric   | Destination Airport, World Area Code. Numeric codes used to identify geopolitical areas such as countries, states (U.S.), provinces (Canada), and territories or possessions of certain countries. The codes are used within the various data banks maintained by the Office of Airline Information (OAI) and are created by OAI. |
| 24 | Dwell Time                             | DwellTime        | 4  | Numeric   | Dwell time minutes at destination. Dwell Time means scheduled elapsed time (in minutes) between each ticketed coupon. Dwell Time is not required to be reported at Via Airport stops.   |

|    |                              |                           |        |           |   |
|----|------------------------------|---------------------------|--------|-----------|---|
|    |                              |                           |        |           | 9999 = greater than 24 hours.<br>Note: Dwell Time can be null if a Category Two ticket or if not known in a Category One ticket.  |
| 25 | Via Airport                  | ViaAirport                | 3      | Character | Airport Code in which a stop-over occurred, passenger did not disembark, flight number remained same  |
| 26 | Reporting Carrier Airline ID | RPCarrierAirlineID        | 5      | Numeric   | Airline ID of Reporting Carrier. This is the carrier that submitted the ticket to the DOT.  |
| 27 | Reporting Carrier            | RPCarrier                 | 3      | Character | Airline Carrier that reported ticket based on OD40 reporting requirements   |
| 28 | Issuing Carrier              | IssuingCarrier            | 3      | Character | Airline Carrier that issued ticket to passenger   |
| 29 | Issuing Carrier Airline ID   | IssuingCarrierAirlineID   | 5      | Numeric   | Airline ID of Issuing Carrier, the carrier that issued the ticket to the passenger. Issuing Carrier may not be an OD40 Reporting Carrier.   |
| 30 | Marketing Carrier Airline ID | MarketingCarrierAirlineID | 5      | Numeric   | Airline ID of Marketing Carrier, carrier that marketed flight to passenger.   |
| 31 | Marketing Carrier            | MktCarrier                | 3      | Character | Airline Code of Marketing Carrier of Coupon   |
| 32 | Operating Carrier Airline ID | OperatingCarrierAirlineID | 5      | Numeric   | Airline ID of Operating Carrier that operated the flight  |
| 33 | Operating Carrier            | OPCarrier                 | 3      | Character | Airline Code of Operating Carrier of Coupon   |
| 34 | Passengers                   | Passengers                | 1      | Numeric   | Default value=1. Each line output is one passenger.   |
| 35 | Total Distance               | TotalDistance             | Varies | Numeric   | Itinerary Distance (Including Ground Transport)   |
| 36 | Miles Traveled               | MilesTraveled             | Varies | Numeric   | Itinerary Miles Flown (Track Miles)   |
| 37 | NonStop Miles                | NonStopMiles              | Varies | Numeric   | Non-Stop Market Miles (Using Radian Measure)  |
| 38 | Distance Group               | DistanceGroup             | Varies | Numeric   | Distance Group, in 500 Mile Intervals (1=<500 miles, 2=500-999, 3=1000-1499,4=1500-1999, etc.)  |
| 39 | Coupon Geography Type        | CouponGeoType             | 1      | Numeric   | 1-Non-contiguous Domestic (Includes Hawaii, Alaska and Territories); 2-Contiguous Domestic (Lower 48 U.S. States Only)  |
| 40 | Trip Break Logic             | Trip_Break                | 1      | Character | Trip Break Code based on DB1B 10% Logic<br>A code used to mark the break point or “turn around” point in a passenger’s ticketed itinerary. Classifications are as follows:<br>X - Directional O&D break<br>Blank – trip break does not apply at this point in |

|    |                          |                        |   |           |   |
|----|--------------------------|------------------------|---|-----------|---|
|    |                          |                        |   |           | the itinerary   |
| 41 | Trip Break Provisional   | Trip_Break_Provisional | 1 | Character | Trip Break Code based on DB1C 40% Logic. A code used to market the break point and/or 'turn around' point in a passenger's ticketed itinerary. In addition to trip break assigned when the passenger 'turns around' (furthest distance), for DB1C, a trip break may also be placed at an airport in which the passenger stays longer than 8 hours before boarding a flight to their next destination. |
| 42 | Coupon Type              | CouponType             | 1 | Character | Valid Values: A-U.S. Reporting Carrier Flying Between Two U.S. Points; D-U.S. Non-Reporting Carrier Flying Within North America Or Surface Traffic.   |
| 43 | Itinerary Geography Type | ItinGeoType            | 1 | Numeric   | 1-Non-contiguous Domestic (Includes Hawaii, Alaska and Territories); 2-Contiguous Domestic (Lower 48 U.S. States Only)  |
| 44 | Gateway                  | Gateway                | 1 | Numeric   | Not used  |