DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION STATISTICS
OFFICE OF AIRLINE INFORMATION

ACCOUNTING AND REPORTING DIRECTIVE

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Definition of "Total Dollar Value of Ticket" (O&D Survey)

The Department of Transportation (DOT, or the Department), Office of Airline Information (OAI) is issuing this Reporting Directive concerning the Department's long-standing interpretation that the Total Dollar Value data element reported to OAI's Origin and Destination (O&D) Survey includes booking fees, along with any and all fees or charges required to board the aircraft. This Directive supplements Reporting Directive No. 242 to provide additional information for air carriers on reporting taxes, fees and other charges in the "total dollar value of ticket."

Definition of "Total Dollar Value of Ticket"

The Department has long interpreted the "total dollar value of ticket," under 14 CFR Part 241 as the sum of the passenger fare plus all taxes, fees, and charges for the entire ticketed itinerary. See Reporting Directive No. 242, dated February 15, 2000. The Department proposed changes to the O&D survey (*Updates to the Origin-Destination Survey of Airline Passengers; RIN: 2105-AE45)*, including what carriers would be required to report as the total amount of the ticket, consistent with this interpretation (86 FR 5052; Jan. 19, 2021). In issuing this Directive, the Department considered the comments received on this issue in response to the proposed rule. The Department did not receive any comments objecting to the elements proposed for inclusion as part of the "total amount" in the NPRM. As the Department continues to consider regulatory changes, the Department reiterates its interpretation that "total dollar value of ticket" includes all fees and charges required to board the aircraft (domestic and international) that are recognized as revenue at the time of purchase of the ticket and that are or could be recognized as revenue at the time of first lift of the ticket, plus taxes. Under the Department's interpretation, where a fee or charge assessed at the time of purchase of the ticket is associated with a choice, such as seat selection, where the consumer <u>must</u> pay the fee or charge regardless of the choice made, the fee or charge is considered part of the "total dollar value of ticket." Under this interpretation, the "total dollar value of ticket" does not include fees or charges for optional services (services offered which the consumer may choose not to utilize and thus not incur the fee or charge) such as baggage fees, seat upgrade fees, or ticket change fees.

The following is a non-exhaustive list of carrier-imposed fees and charges that, in the Department's view, are part of the "total dollar value of ticket": frequent flyer reward redemption fees, fuel surcharges, carrier usage charges, carrier interface fees, check-in fees, electronic usage charges, peak/holiday travel fees, unaccompanied minor fees, transaction processing charges, and credit card surcharge fees. When a customer is assessed a fee based on how they acquire a ticket to board the aircraft, a booking fee, and the fee is assessed for one or more options available to obtain the ticket, such as being required to pay a fee or charge for electronic or phone booking where there is no fee for purchase at the counter, this fee should also be included in the "total dollar value of ticket." Carriers should also include all taxes and fees imposed by the U.S. or a foreign government, such as, but not limited to, federal excise taxes, flight segment taxes, U.S. passenger facility surcharges, September 11 security fees, U.S. or international departure and arrival charges, and immigration charges. Carriers should also include taxes and mandatory fees charged by non-governmental foreign authorities, such as passenger service charges and airport taxes.

This directive is issued under authority delegated by 14 CFR Part 241 and Part 385.19(b). This document on its own does not have the force and effect of law and is not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under 14 CFR Part 241. If airlines are not already reporting consistent with this directive, they should do so on or before submission of 1st quarter 2022 data due on May 15, 2022.

For questions or further clarification, please e-mail james.bouse@dot.gov.

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