

INTERNATIONAL CIVIL
AVIATION ORGANIZATION



TENTH SESSION OF THE STATISTICS DIVISION

Montréal, 23–27 November 2009

REPORT

Approved by the Division and
published by authority of the Secretary General

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INTERNATIONAL CIVIL AVIATION ORGANIZATION
TENTH SESSION OF THE STATISTICS DIVISION (2009)

Montréal, 23 to 27 November 2009

SUPPLEMENT TO THE REPORT

1. The Council, at the third meeting of its 190th Session on 21 May 2010, approved the recommendations and conclusions of the Tenth Session of the Statistics Division (STA/10) and their implementation on a cost-neutral basis. The Council also requested that an annual status report on generated revenue be provided to the Finance Committee following their implementation. The Council took action as indicated hereunder on the recommendations and conclusions of STA/10, related to the ICAO Statistics Programme.

2. **RECOMMENDATIONS AND CONCLUSIONS
FOR AMENDMENT OF THE ICAO AIR
TRANSPORT REPORTING FORMS AND
OTHERS THAT NEED ACTIONS BY THE
SECRETARIAT**

2.1 Recommendations 1/1, 2/1, 2/3, 3/1, 4/1, 8/1, 9/1, 10/1, 11/2 as well as the Conclusions under Agenda Items 5 and 6 were related to new editions of the ICAO Air Transport Reporting Forms.

2.2 Regarding Recommendation 10/1, the Council endorsed the form developed for data collection on fuel consumption by commercial air carriers as presented in the Appendix to C-WP/13499.

2.3 The Council endorsed the transmittal of a State letter to promote and implement the outcome of STA/10. Once revised forms become effective (anticipated date 1 January 2011), they should be transmitted to Member States and interested International Organizations, along with a follow-up action plan prepared by the Secretariat to keep States informed accordingly on the process of implementation of STA/10 Recommendations and Conclusions.

2.4 A description of each recommendation and conclusion and nature of action required is listed in the table below:

2.5

Report Reference		Action by Council (C)	Recommendation Title and Action Taken
Recommendation No./Conclusion No.	Page No.		
R-1/1	1-3	C	<p>Average capacity and average passenger mass</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-1/2	1-4	C	<p>Review of definitions of domestic and cabotage air services</p> <p>Approved the recommendation and requested the Secretary General to bring it to the attention of States.</p>
R-1/3	1-5		<p>Review of the classification and definitions used for Civil Aviation Activities</p> <p>Approved the recommendation and requested the Secretary General to bring it to the attention of States.</p>
R-2/1	2-2	C	<p>Review of on-flight origin and destination (OFOD) publication rules and data</p> <p>Approved the recommendation and requested the Secretary General to bring it to the attention of States and to take appropriate action.</p>
R-2/2	2-3	C	<p>Definition and identification of low-cost carriers</p> <p>Approved the recommendation and requested the Secretary General to bring it to the attention of States and to take appropriate action.</p>

Report Reference		Action by Council (C)	Recommendation Title and Action Taken
Recommendation No./Conclusion No.	Page No.		
R-2/3	2-4	C	<p>Quick monitoring system (QMS) of commercial air carrier monthly traffic data</p> <p>Approved the recommendation and requested the Secretary General to take appropriate actions.</p>
R-3/1	3-2	C	<p>Quick monitoring system (QMS) of commercial air carrier financial data</p> <p>Approved the recommendation and requested the Secretary General to bring it to the attention of States and to take appropriate action.</p>
R-3/2	3-2	C	<p>Impact of reporting of air carrier financial data on traffic forecasts – Surcharges</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-4/1	4-1	C	<p>Review of airport traffic data</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
C-4/1	4-3	C	<p>Collecting of data on airport and airspace capacity, investment and funding</p> <p>Approved the conclusion and requested the Secretary General to take appropriate action.</p>
C-5&6/1	5/6-1	C	<p>Standardization of air transport statistics on airports and air navigation service providers (ANSPs)</p> <p>Approved the conclusion and requested the Secretary General to take appropriate action.</p>

Report Reference		Action by Council (C)	Recommendation Title and Action Taken
Recommendation No./Conclusion No.	Page No.		
R-7/1	7-2	C	<p>New ICAO aircraft movement data collection</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-8/1	8-1	C	<p>Civil aircraft on register</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-8/2	8-3	C	<p>Inventory of air navigation equipment on board aircraft and on the ground</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-9/1	9-1	C	<p>New data collection for civil personnel licenses and training</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-10/1	10-2	C	<p>Proposal for a new data collection of fuel consumption by commercial air carriers</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-11/1	11-1	C	<p>Reference and use of the Integrated Statistical Database (ISDB) for safety data analysis</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-11/2	11-2	C	<p>Aircraft accidents and serious incidents</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>

Report Reference		Action by Council (C)	Recommendation Title and Action Taken
Recommendation No./Conclusion No.	Page No.		
R-12/1	12-1	C	<p>Review of the current reporting status: commercial air carriers</p> <p>Approved the recommendation and requested the Secretary General to bring it to the attention of States.</p>
R-12-2	12-2	C	<p>The quality of statistical data</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
R-13/1	13-2	C	<p>Coordination of ICAO's statistics programme with those of other civil aviation organizations</p> <p>Approved the recommendation and requested the Secretary General to take the appropriate action towards improving coordination with other organizations (e.g. IATA, ACI, CANSO, EUROCONTROL and EASA).</p>
R-14/1	14-1	C	<p>ICAO Strategic Objectives and associated metrics</p> <p>Approved the recommendation and requested the Secretary General to take the appropriate action.</p>
R-15/1	15-1	C	<p>Impact of reporting of air carrier financial data on traffic forecasts – other issues</p> <p>Approved the recommendation and requested the Secretary General to take appropriate action.</p>
C-15/1	15-2	C	<p>Added value of the new data collection in terms of revenue generation</p> <p>Approved the conclusion and requested the Secretary General to take appropriate action.</p>

Report Reference		Action by Council (C)	Recommendation Title and Action Taken
Recommendation No./Conclusion No.	Page No.		
R-15-2	15-3	C	<p>Revision of the Statistic Manual</p> <p>Approved the recommendation and requested the Secretary General to take the appropriate action.</p>
C-15/2	15-4	C	<p>The need to obtain information on the true origin and destination of traffic</p> <p>Requested the Secretary General to take note of the conclusion.</p>

— END —

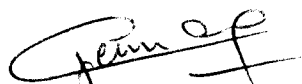
**REPORT OF THE
TENTH SESSION OF THE STATISTICS DIVISION**

LETTER OF TRANSMITTAL

To: Chairman, Air Transport Committee

**From: Chairperson, Tenth Session of the Statistics Division
(STA/10) (2009)**

I have the honour to submit the report of the Tenth Session of the Statistics Division (STA/10) which was held in Montréal, 23 to 27 November 2009.



Mr. S. Germon
Chairperson

Montréal, 27 November 2009

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TENTH SESSION OF THE STATISTICS DIVISION (STA/10)**Montréal, 23 to 27 November 2009****HISTORY OF THE MEETING****1. DURATION**

1.1 The Tenth Session of the Statistics Division (STA) was convened at the Headquarters of the International Civil Aviation Organization (ICAO) in Montréal, at 1030 hours on 23 November 2009. Mr. Roberto Kobeh González, President of the Council, opened the Session (Paragraph 6 refers), which was also addressed by Mr. Daniel Ruhier, an Air Transport Committee (ATC) Member and Representative of Switzerland on the Council, in the absence of the ATC Chair. The meeting ended on 27 November 2009.

2. ATTENDANCE

2.1 The meeting was attended by members and observers nominated by fifty Member States and six international organizations, as well as by advisers and others as shown in Section iii — List of Delegates.

3. OFFICERS AND SECRETARIAT

3.1 Mr. S. Germon (France) was elected Chairperson of the meeting, Ms. C. Bertoni Lacerda Rodrigues (Brazil) as the First Vice-Chairperson and Ms. R. Savithri (India) as the Second Vice-Chairperson of the meeting.

3.2 Overall direction of the Secretariat of the Session was undertaken by Mrs. O. Folasade, Director of the Air Transport Bureau. The Secretary of the Division was Mrs. N. Teyssier, Chief, Economic Analyses and Databases (EAD) Section who was assisted by Mrs G. Resiak, Mr. C. Mustapha, Mr. A. Sainarayan, officers of the Economic Analyses and Databases Section, Mrs. C. Fischer and Mr. T. Hasegawa, officers of the Economic Policy and Infrastructure Management Section. Mr. A. Costaguta acted as adviser to the meeting.

4. AGENDA OF THE MEETING

4.1 The agenda for the meeting shown hereunder was approved by the Air Transport Committee (AT-SD/187-1) on 20 May 2009.

Agenda Item 1: Civil Aviation Statistics — ICAO Classification and Definition

The Fourteenth Meeting of the Statistics Panel (STAP/14) proposals to adopt a more comprehensive ICAO classification for civil aviation activities, with corresponding definitions as proposed by the panel.

Agenda Item 2: Air Carrier Traffic Data and Traffic Flow Statistics

STAP/14 proposals to implement a Quick Monitoring System (QMS) by amending the reporting instructions pertaining to the filing schedule for Air Transport Reporting Form A. The Division will also consider proposals to reduce the publication restrictions applying to On-Flight Origin and Destination (OFOD) statistics (Form B) and to extend the data collection to non-scheduled commercial OFOD data. In addition, the Division will consider STAP/14 proposals that the definition of Low-Cost Carriers (LCCs) developed by ICAO for the *Manual on the Regulation of International Air Transport* (Doc 9626) be accepted and that the list, amended to include ICAO codes instead of IATA codes, be updated regularly based on input from Member States.

Agenda Item 3: Air Carrier Financial Data

STAP/14 proposals to amend the reporting instructions pertaining to fuel and other similar surcharges in Form EF. The Division will also consider a recommendation by the panel that a QMS process be implemented with respect to Form EF by requesting that Part I of Form EF be submitted within three months of the end of the reporting period. In addition, a quarterly form would be submitted, via ICAO's regional offices, which would provide basic financial parameters to survey the major air carriers.

Agenda Item 4: Airport Traffic Data

STAP/14 proposals to extend the collection of airport data to domestic traffic, to modify the definitions of *non-scheduled operations* by explicitly identifying air taxis, and to include pleasure flying under the definition of *other aircraft movements*, as well as to collect Origin/Destination (O/D) data from airports for scheduled and non-scheduled traffic in Form I. This proposal will have an implication for Form I-S.

As well as If the collection of data on capacity constraints at airports can be implemented based on the feedback that will be reported through a common analysis that will be jointly conducted by the Airports Council International (ACI) and ICAO. The collection of such data may shed some light on the extent to which these constraints could affect future air traffic growth.

Agenda Item 5: Airport Financial Data

STAP/14 proposals that the number of items on non-aeronautical revenues be expanded, and that some of the ancillary financial information requested be simplified. At the same time, the number of airport employees would be added in Form J.

Agenda Item 6: Air Navigation Services Providers (ANSPs) En-Route Facility Financial Data

STAP/14 proposals that the number of employees of ANSPs be added in Form K.

Agenda Item 7: Air Navigation Services Providers (ANSPs) En-Route Facility Traffic Data

If the establishment of a global database on aircraft movements across Flight Information Regions (FIRs) and Upper Flight Information Regions (UIRs) can be implemented based on the feedback that will be reported by the STAP/14 working group composed of Brazil, Egypt, India, United States and the European Organisation for the Safety of Air Navigation (EUROCONTROL). Taking into consideration that the current Form L is of limited use, the availability of such a database to ICAO and its Member States is critical to various analyses needed in support of civil aviation infrastructure planning and policy advisory, as well as to the achievement of the Strategic Objectives relating to safety, environmental protection and efficiency.

Agenda Item 8: Civil Aircraft on Register and Data Collection on Equipages and Ground Equipment

The discontinuation of Form H, based on the Secretariat report showing a comparison of data coverage (both in terms of data items and geographical regions) between Form H and the new database being implemented in ICAO to receive data from the International Register of Civil Aircraft (IRCA), developed in cooperation with external entities.

The opportunity of integrating data on air navigation equipment on board aircraft and on the ground in the ICAO's Statistics Programme. STAP/14 noted that, while the need for the collection of these data was obvious, the feasibility of a successful and complete coverage was uncertain, and the panel established a working group comprised of the ICAO Secretariat and panel members and observers from the United States, United Kingdom, EUROCONTROL and the International Business Aviation Council (IBAC), to give further consideration to the issue.

Agenda Item 9: Civilian Licensed Personnel Data

STAP/14 proposals to implement a new ICAO database on licensed personnel and training capacity by using the proposed draft form for data collection.

Agenda Item 10: Fuel Consumption by Commercial Air Carriers

STAP/14 proposals to implement a new data collection process on fuel consumption by commercial air carriers through a new reporting form that would seek fuel consumption and corresponding traffic data by aircraft type, broken down into scheduled and non-scheduled services for international and domestic operations.

Agenda Item 11: Aircraft Accidents and Safety Analysis

STAP/14 proposals to implement a new process of data collection and analysis of accidents and serious incidents, on an annual basis, as described in the proposed draft Form GS, with minor modifications, as suggested by the panel.

STAP/14 proposals to harmonize the ICAO Integrated Statistical Database (ISDB) reference files with the safety data provided by the European Co-ordination Centre for Aviation Incident Reporting System (ECCAIRS) and the Universal Safety Oversight Audit Programme (USOAP) databases. In order to measure the progress of ICAO towards the achievement of the Strategic Objective pertaining to safety, traffic data exposure extracted from the ISDB would need to be linked to safety data, hence

providing more in-depth analysis potentialities. Action taken by ICAO to link these databases is an integral part of the safety analysis process.

Agenda Item 12: Collection, Analysis and Dissemination

STAP/14 proposals to create a focal contact point in the national civil aviation authority of each Member State for each of the statistics programmes. The list of focal points will be made available through the ICAO secure website. It will be up to the States to nominate one focal point for all civil aviation statistics or, depending on their administrative structure, to have one focal point for air carrier statistics and another focal point for all non-air carrier statistics.

Agenda Item 13: Cooperation and Coordination with other Organizations

STAP/14 proposals to establish a permanent group through which the coordination between ICAO and other international organizations dealing with civil aviation-related statistics would be carried out. It will also consider if ICAO is best placed to determine the manner in which to create and structure the group.

Agenda Item 14: ICAO Strategic Objectives and Associated Metrics

Reviewing the current High Level Indicators (HLIs) used by ICAO to monitor the progress towards achievement of the Strategic Objectives, and will consider STAP/14 proposals with regard to the improvement of the current HLIs as well as for the implementation of new ones that could be useful to different air transport industry stakeholders.

Agenda Item 15: Other Matters and Administrative Issues Regarding the ICAO Statistics Programme

To determine any suggestions and proposals that could be submitted as results of the work programme established by STAP/14.

5. WORKING ARRANGEMENTS

5.1 The Division met as a single body, with two ad hoc working groups (WG1 and WG2). Discussions in the main meeting were conducted in Arabic, Chinese, English, French, Russian and Spanish. Some working papers were presented in English only. The report was issued in Arabic, Chinese, English, French, Russian and Spanish.

6. OPENING REMARKS BY THE PRESIDENT OF THE COUNCIL, MR. ROBERTO KOBEH GONZÁLEZ

It is a pleasure for me to address the opening of the Tenth Session of the Statistics Division. On behalf of the Council and the Secretary General of ICAO, Mr. Raymond Benjamin, I wish you a warm welcome to Montréal and to ICAO.

I believe we can all agree that the ICAO Statistics programme is appreciated around the world as an authoritative, independent and reliable source of information for the planning and development of international air transport. That was certainly the intent when the Programme was

established under Article 67 of the Convention on International Civil Aviation. It required that ICAO Member States ensure that their airlines file with ICAO the required traffic reports, cost statistics and financial statements.

In the rapidly evolving operating environment we currently find ourselves in, the need for such information on a timely basis is obviously more critical than ever to policy and decision makers in government, industry and concerned stakeholders.

At ICAO, we are sensitive to this demanding context. Our own Business Plan and activities designed to meet our Strategic Objectives are based on meeting specific performance criteria. In support of this new direction, the last ICAO Assembly requested the Council to examine on a regular basis the statistical data collected by ICAO, so that we can better meet the requirements of the Organization and, by extension, our Member States.

That is what we are here for – to adapt to change – to recommend to the next ICAO Assembly those modifications or improvements to the Statistics Programme that will make it possible for decisions regarding the future development of civil aviation to be based on sound, reliable and rapidly available data. And we need proposals that can be implemented quickly and efficiently.

The recommendations of the Fourteenth Meeting of the Statistics Panel held earlier this year form the basis for this extensive review of the Statistics Programme. Among the items you will be discussing is the level of participation by States in the Programme. This is of concern to me. The greater the participation, the more useful the programme. It is my hope that this meeting will propose an effective strategy for increasing participation in the Programme.

Some of the recommendations you will consider may only involve clarification of current definitions and instructions or changes to the data series themselves. While we need to preserve the integrity of the historical statistical series, you should not shy away from proposing modifications that will lead to more insightful and pertinent analysis.

Perhaps the most important changes you will need to consider deal with new data collections, some of which respond to requests from States such as the proposed reporting form related to data on fuel consumption. Other new data collections are designed to support the implementation of appropriate metrics to monitor the performance of the Organization in meeting its Strategic Objectives.

I know that in some cases these represent a significant departure from the traditional data collected by ICAO and even Member States. Nevertheless, statistics such as those on detailed aircraft movements around the globe for example, will make the regional air navigation planning process more efficient, leading to greater economic benefits as well as significant environmental gains.

On this last point, the Secretariat is currently carrying out a request of the Group on International Aviation and Climate Change (GIACC) to develop and implement a mechanism under Article 67 of the Convention to collect annually from States data on traffic and fuel consumption. The report of the High-level Meeting on Aviation and Climate Change held last month emphasized the value of this activity in measuring and monitoring global greenhouse gas (GHG) emissions from aviation over the next decades.

6.1 In short, ladies and gentlemen, the challenge that lies before you this week is to adapt the ICAO Statistics Programme to a new and demanding reality. As recovery takes hold, we will once again face ever-increasing demand for air travel. Pressure will mount for ensuring the safety, security and

sustainability of air transport operations worldwide. A strong and robust Statistical Programme will be the cornerstone to making the right decisions at the right time. I wish you success in your deliberations and I look forward to your recommendations.

7. **ADDRESS BY MR. D. RUHIER, MEMBER OF THE AIR TRANSPORT COMMITTEE (ATC) AND REPRESENTATIVE OF SWITZERLAND ON THE COUNCIL, IN THE ABSENCE OF THE CHAIRPERSON OF THE ATC**

Good morning, Ladies and Gentlemen. On behalf of the Air Transport Committee I welcome you all to Montreal for this Tenth Session of the Statistics Division.

The Session will be conducted in accordance with the Standing Rules of Procedure for Meetings in the Air Transport Field (Doc 8683-AT/721) and the Directives of the Council Concerning the Conduct of ICAO Meetings (Doc 7986-C/915).

In accordance with the Rules of Procedure, the agenda was determined by the Air Transport Committee based on the work carried out by the Fourteenth Meeting of the Statistics Panel (STAP/14) held in March this year. We realize the Agenda is quite extensive, not only in the number of items but also in the breadth of the subject matter. In order to be able to consider all the items on the Agenda, the work will have to be carried out in the most effective and efficient manner, and there will be no opening statements from States or Observers.

To those who may be participating in the Statistical Division meeting for the first time, I would like to emphasize the importance of the recommendations which will be coming out of this meeting. This is the only international forum where aviation statistical issues are discussed. Other international organizations such as IATA or ACI may collect statistical data, but ICAO is the sole organization which has a formal process to introduce, review and amend statistical definitions. Changes adopted here are therefore bound to have repercussions on the statistical data collected throughout the industry. This in itself ensures that the statistics collected by other international or regional organizations are compatible with those collected by ICAO thereby enhancing their usefulness.

If I may, as an ex member of the Statistics Panel and frequent participants at previous sessions of ICAO Statistics Divisions, I would like to share a few personal thoughts on the Agenda.

Agenda Items 1 to 6, which together represent a review of the current ICAO Statistics Programme, arise from concerns regarding the need for the Programme to remain relevant to the needs of States and other users. The existing Programme is over 60 years old and despite its solid foundation, it evidently requires a facelift in order to regain some of its youthfulness and vigour.

The Statistics panel reviewed the programme with a view to providing advice on its contents to ensure that it maintains its relevance. As part of this process, it considered some of the instructions and definitions taking into account changes in the practices of the air transport industry which have become more commonplace since the Ninth Session of the Statistics Division which took place in 1997. These include the treatment of the fuel surcharge which, from a temporary practice in the past, appears to have become a permanent feature of the price of the ticket. There is also the recognition that since 1946, passengers have become somewhat heavier and a change is required to the recommended average passenger weight.

One of the issues you will be asked to deal with under Agenda Item 2 concerns the confidentiality aspects of the On-Flight Origin and Destination (OFOD) Programme. The Statistics Panel discussed this and reached agreement on a more liberal approach to the presentation of these data. At present, no data can be published until one year after the event and no city-pair data can be published unless they include at least two carriers from two different States. I hope that the Division will see it fit to relax these restrictions, to allow for a greater proportion of data to be published on a more timely basis. Such a programme can be of great assistance to the national administrations of developing countries and their national air carriers, who cannot afford to purchase the more detailed information based on computer reservation records.

Agenda Item 7 to 11 are of particular interest to me as a member of the Council. In the past, the Statistics Programme was considered almost an exclusive fiefdom of the Air Transport Committee and the data it collected were, and still are, mainly aimed at satisfying the needs of economic and regulatory studies. However, on this occasion and perhaps for the first time, the Statistics Division is being asked to consider a series of new data collections stemming from the changes adopted by the Assembly to make ICAO a more efficient and accountable organization. This willingness to break down the silo mentality which sometime affect organizations, and even national administrations, is a welcome initiative which should be applauded.

The proposed new data series reflect the greater need for the Council and Member States to measure and monitor the progress made by the Organization in the areas of security, safety and infrastructure planning as well as environmental protection, and to ensure that any new proposals in these areas have a sound technical and economic basis.

For example, the establishment of a global database on aircraft movements discussed under Agenda item 7 is critical to various analyses needed in support of civil aviation safety, infrastructure planning and, together with aircraft fuel consumption raised under Agenda item 10, for measuring, predicting and monitoring the dispersion of aviation engine gas emissions in the atmosphere.

In the field of aviation safety, one of the goals of ICAO is to shift from a reactive to a proactive mode, by trying to predict, and thus prevent, potential catastrophic failures in the system. This can be done by collecting and analysing what at a national level may appear to be random events, but when seen in a global context may reveal patterns of potentially serious problems. This will be considered under Agenda item 11.

Under Agenda items 12 and 13, the meeting is asked to consider how to improve the coordination of data collection between ICAO and its Member States in order for the latter to meet their obligations of providing civil aviation statistics to the Organization as required under Article 67 of the Chicago Convention. Suggestions are also being put forward for a formal and regular coordination in data gathering between ICAO and other industry related international organization.

Agenda item 14 requests the Meeting to review the proposals of the Panel to improve the current metrics used by ICAO to monitor progress towards the achievement of its Strategic Objectives, as well as the development of new ones that could be useful to various air transport industry stakeholders.

The Agenda draws to an end with item 15, where the Secretariat provides information on the contribution made by the sale of informational products to the revenue-generating activities of the Organization.

Finally, as noted by the President, the Council will closely review, during the next Session, all programmes of the Organization and in this regard your input on the ICAO Statistics Programme will be of great value.

At this point it only remains for me to convey to you my most sincere wishes for a fruitful meeting and an enjoyable stay in Montreal.

Thank you for your attention.

LIST OF REPRESENTATIVES

CD	—	Chief Delegate	ADV	—	Adviser
ACD	—	Alternate Chief Delegate	COBS	—	Chief Observer
D	—	Delegate	OBS	—	Observer
ALT	—	Alternate			

STATE/TERRITORY	NAME	DESIGNATION
CONTRACTING STATES		
Bahrain	Fakhroo, N.	CD
Brazil	Rodrigues, C.	CD
	Glanzmann, R.	ACD
	Armborst, T.	ADV
Bulgaria	Gigov, V. T.	CD
Burkina Faso	Somda, M.	CD
Cameroon	Kamhoua, T.	D
	Zoa Etundi, E.	D
Canada	Cripwell, P.	ADV
	Davidson, K.	AC
	Hillary, N.	CD
	Kumar, A.	OBS
Cape Verde	Barbosa, A.	ACD
	Correia, V.	D
Chile	Alvarado Caceres, E.	CD
	Manuel, I.V.	D
China	Guo, X.	CD
	Qing, M.	ACD
	Shi, Y.H.	ACD
	Hu, X.	D
	Lin, P.	D
	Long, M.Q.	D
	Ding, C.	OBS
Colombia	Rueda, G.	CD
	Bejarano, C.	D
	Quintana, J.	D
Cuba	Calderon, D.	D
Dominican Republic	Guerrero Soriano, F.	CD
	Santana Checo, C. E.	OBS
Ecuador	Calzadilla, K.	OBS

STATE/TERRITORY	NAME	DESIGNATION
	Arias Guamantica, R.	D
	Villalba Hurtado, F.V.	D
Egypt	Fayez Eissa Mohamed, F.	ACD
	Ibrahim Zakaraya Ibrahim, I.	OBS
El Salvador	Garay Henriquez, F.A.	CD
	Pichinte Chacon, V.P.	ACD
France	Houget, J.	D
	Lapene, L.	CD
	Germon, S.	ACD
Germany	Mendel, J.	CD
	Tenhaaf, B.	ADV
Greece	Katsanevaki, M.	COBS
Haiti	Franck, A.	CD
	Sterling, J. M Y.	ACD
India	Ponneri Swamikannu, S.	CD
	Raman, S.	CD
	Singh, D.	ACD
Indonesia	Sukarno, M.P.	ACD
	Silooy, E.	CD
	Firdiansyah, F.M.	D
	Lumbantoruan, P.P.	D
	Nurul,	D
	Sirigoringo, S.	D
	Sri,	D
Italy	Sapia, P.	CD
	De Laurentiis, M.	ACD
Jamaica	Roper, A.	CD
Jordan	Abu El-Samid, I.	CD
	Al Rousan, K.	ACD
Kenya	Kinyungu, A.	D
	Ileri, I.W.	CD
	Kimuyu, J.	ACD
Madagascar	Ratsimbazafy, E.	CD
	Ravoniharoson, V.	ACD
Mali	Sissoko, M.	CD
Mexico	Mendez, D.	CD

STATE/TERRITORY	NAME	DESIGNATION
	Diaz De Leon Gomez, J.C.	D
	Valadez Valdez, S.	D
	Vidal Vlazquez, H.	D
	Ortiz Ducloux, M.	OBS
Mozambique	Pinto, A.	CD
Nigeria	Iyanda, T.	CD
	Odusele, S.	CD
	Fatona, E.A.	ACD
	Adedoyin, T.A.	D
	Ojo, A.	D
	Sadik, A.A.	D
Panama	Serracin, H.A.	CD
Philippines	Borja, W.	CD
	Astrologo, W.	D
	Eusebio, R.	D
	Labado, T.	D
Poland	Lipka, P.	CD
Portugal	Mata, A.C.	ACD
	Brites, S.M.	D
Republic of Korea	Yoo, H.	CD
	Seo, W.S.	ACD
Romania	Stan, I.	D
	Tanase, E.	D
Russian Federation	Korsakov A.	OBS
Saudi Arabia	Alotaibi, F.	D
	Mufti, I.	CD
Senegal	Diop, A.T.	CD
	Kebe, S.	CD
	Ndiaye, M.	ACD
South Africa	Mlotsa, H.	D
	Mohlakwana, D.	D
Spain	Garcia-Villarrubia Lorrio, R.	CD
Sudan	Abdelgadir, N.	D
	Albadry, F.	D
	Khalil, M.	CD
	Mohamed, E.	ACD

STATE/TERRITORY	NAME	DESIGNATION
	Sidahmed, H.	ACD
Switzerland	Keller, M. Ruhier, D. GUERDAT, R.	CD ACD D
Tanzania	Manongi, F.J. Mfaume, M. Mushi, A. Tesda, V.G.	CD D D D
Thailand	Vorapatropas, P. Srivatanakul, T. Sathityanuruk, C.	CD ADV OBS
Tunisia	Naffouti, L.	CD
Ukraine	Zelenkov, B. Reshetnyk, T.	CD D
United Arab Emirates	Al Zubaidi, Z. Moore, C.J.	D ADV
United Kingdom	French, G.M. Avery, L.	CD D
United States	Suissa, A. Fleming, G.	CD ACD
Venezuela	Anzola Vera, J. J. Ojedo Moroles, J. J. Blanco, D. Lanza, C.	CD D D OBS
INTERNATIONAL ORGANIZATIONS		
ACI (Airports Council International)	Behnke, P.	COBS
ASECNA (Agency for Air Navigation Safety in Africa and Madagascar)	Diouf, A.	COBS
CANSO (Civil Air Navigation Services Organisation)	Hoeven, E.	COBS
EASA (European Aviation Safety Authority)	Menzel, M.	OBS
EUROCONTROL	Marsh, D.	COBS
IATA (International Air Transport Association)	Venema, J. Ruiz, J.	OBS OBS

Agenda Item 1: Civil aviation statistics — ICAO classification and definition***Scope of the ICAO Statistics Programme and Related Activities (WP/3)*****1.1 DOCUMENTATION**

1.1.1 WP/3 presented a description of the current ICAO Statistics Programme and its use for achieving the forecasting and economic activities of the Organization. It reminded the participants of the requirement that States file statistical reports in accordance with Articles 54 (i), 55 (c) and 67 of the Convention on International Civil Aviation and Assembly Resolution A36-15, appendix B. In the latter the Council is requested to, *inter alia*, examine on a regular basis, the statistical data (referring to “statistics on airline operations”) collected by ICAO in order to meet more effectively the needs of the Organization and its Member States and to establish the necessary metrics to monitor the performance of the Organization in meeting its Strategic Objectives. While detailing why the ICAO Statistics Programme is the necessary tool for its economic analyses and forecasting activities, the paper also indicated the assistance ICAO provides to Member States aimed at familiarizing staff of national administrations with statistical techniques, and at improving the quality of the information submitted.

1.2 CONCLUSION

1.2.1 The Division noted the information provided in this paper.

Developments since the Ninth Session of the Statistics Division (WP/4)**1.3 DOCUMENTATION**

1.3.1 WP/4 reviewed the level of implementation of the Recommendations adopted by the Ninth Session of the Statistics Division (STA/9), as well as events within and outside the Organization which were the prime movers of determining the need to convene this meeting of the Statistics Division to review the new data requirements of the Organization, with particular reference to the need of the Organization to be able to measure and monitor its progress towards achieving its Strategic Objectives.

1.4 DISCUSSION

1.4.1 In response to a question from one of the State representatives, the Division noted that ICAO had signed commercial agreements for the sale of statistical data with Air Transport Intelligence (ATI) and OAG Aviation. It was further noted that except for the publication restrictions which were applied to the On-flight Origin and Destination data (OFOD), all other statistical data collected through the regular Statistical Programme had always been available in the public domain and were sold to third parties (such as academics, airlines, and consultants). However, with regard to the data collected through a State letter for the study on cost and revenues of international air carriers, these were considered to be highly confidential and were only published in an aggregated manner so that no individual air carrier data could be identified.

1.5 CONCLUSION

1.5.1 The Division noted the information provided in this paper.

Results of the Questionnaires on the ICAO Statistics Programme (IP/2)**1.6 DOCUMENTATION**

1.6.1 The purpose of IP/2 was to present the results of the surveys conducted in 2009, among both internal and external users of the ICAO Statistics Programme, with the aim of assessing its relevance, and identifying possible improvement for future implementation. It was noted that users had recognized this programme as a unique and trustworthy sole source of data package.

1.7 DISCUSSION

1.7.1 In response to a question from one of the participants related to the change in relationship between Gross Domestic Product (GDP) and traffic growth, the Division noted that the forecasting activities of ICAO were being restructured, in order to highlight the specific models linked to each air travel market. The traditional GDP elasticities in traffic modelling may require to be reviewed in the light of the higher impact of lower fares on traffic development caused by the strong emergence of low cost carriers (LCCs). Additionally, it was noted that as in the past, when facing crisis and economic downturns such as in 1991, 2002-2003 and 2008, the elasticity between GDP and traffic growth were altered thus leading to declines in traffic although GDP showed small positive gains.

1.7.2 Similar to some of the comments obtained through the surveys, a few States indicated the need to include in the ICAO website, statistical aggregated data at national, regional and global level as they were published in Civil Aviation Statistics of the World.

1.8 CONCLUSION

1.8.1 With no further discussion the Division noted the contents of IP/2

Available Capacity and Average Passenger Mass (WP/5)**1.9 DOCUMENTATION**

1.9.1 WP/5 discussed the importance of the ability of air carriers to calculate their production in terms of tonne-kilometres available. This was not only important for the air carriers in the context of their management but also useful for all other stakeholders involved who may wish to carry out comparative analyses among the various air carriers. One of the elements used in this calculation is the average passenger mass (including baggage). While air carriers were encouraged to make use of their own figures, the paper noted that the internationally agreed recommended average passenger mass had stood at 90 kg for over seventy years. The Fourteenth Meeting of the Statistics Panel (STAP/14) had suggested that International Air Transport Association (IATA) might wish to conduct a survey among its members to verify if the existing recommended value was still relevant in today's environment. The results of this survey, which also covered the average cargo density used to arrive at the calculation of available capacity (expressed in tonne-kilometres), were included in the paper.

1.10 DISCUSSION

1.10.1 The Division noted that the suggested values for passenger mass, including normal baggage allowance and excess baggage, and for air cargo density, only applied if an air carrier did not have values of its own. Hence, the recommended values did not affect those carriers which applied figures which were related to their own operations. In this context, at a global level a change in the recommended values was unlikely to have a significant effect on the long term traffic trends. Consequently, there was no need to review the historical series.

1.10.2 Without any issues raised, the Division adopted the following recommendation:

Recommendation 1/1

The Division recommends that:

For statistical purposes:

- a) where an air carrier does not have a factor representing the average mass of the passenger plus both normal baggage allowance and excess baggage to convert them into a mass, it is recommended that 100 kg. should be used; and
- b) where an air carrier does not have a cargo density to convert the volume of air cargo or checked baggage into a mass, the density of 161 kg per cubic meter should be used. Such a density can be used for all-cargo and mixed operations.

Review of definitions of domestic and cabotage air services (WP/6)

1.11 DOCUMENTATION

1.11.1 WP/6 explained that at present ICAO used two different definitions to identify the traffic of domestic flight sectors of international flights; one used by the Statistics Programme, based on the nature of a flight stage, and the other, used for the economic studies on air transport, based on the origin and final destination of a flight (with one or more flight stages). Both definitions were noted to have their shortcomings which might affect traffic forecasts produced by ICAO for domestic operations. A similar situation arised with the current inclusion of cabotage services under international operations. The paper noted that after reviewing these issues, STAP/14 agreed to recommend that no changes be made to the current definitions and instructions. Nevertheless, the Secretariat pointed out that by not identifying this traffic in its correct context, the traffic forecasts for Europe would be distorted, and requested that in Forms B — *On-flight Origin and Destination* (OFOD) and C — *Traffic by Flight Stage* (TFS), States should cover all international flights *including* cabotage services.

1.12 DISCUSSION

1.12.1 Some participants suggested that the data on cabotage services should be explicitly requested and shown separately from other data. However, such a request had already been rejected in the

past at STAP/13, STA/9 and more recently at STAP/14. The Division noted that in accepting this recommendation, cabotage traffic would continue to be considered by the reporting carrier as international traffic. This meant that any cabotage traffic would have to be reported in Air Transport Reporting Forms B (OFOD), and C (TFS) which would allow the Secretariat and other users to estimate the amount of traffic concerned and make the necessary corrections to the domestic and international traffic used for forecasting purposes.

1.12.2 With this provision in mind, the Division concluded that for air carrier statistics and economic studies, both definitions of domestic services can coexist as they serve different purposes; and adopted the following recommendation:

Recommendation 1/2

The Division recommends that:

States should be reminded that under the current definitions, international traffic includes data for cabotage services and that these data should be reported whenever data for international traffic is requested for the relevant Air Transport Reporting Forms, in particular in Forms A — *Traffic, commercial air carriers*, B — *On-flight Origin and Destination (OFOD)* and C — *Traffic by Flight Stage (TFS)*.

Review of the Classification and Definitions Used for Civil Aviation Activities (WP/7)

1.13 DOCUMENTATION

1.13.1 The meeting was informed that over the years, ICAO had developed a system of definitions to support the process of preparing and updating the various Annexes to the Chicago Convention and related documents such as manuals and circulars. Definitions were also provided in the framework of ICAO's Statistics Programme. It was further informed that it had been noted in various analyses involving the use of classification of civil aviation activities (commercial, air transport, general aviation, etc.), that there was a need to review, update and complete the available classifications and definitions.

1.13.2 WP/7 reviewed the current definitions and informal classification and, incorporating the changes recommended by STAP/14, it proposed a more comprehensive classification with the corresponding definitions.

1.14 DISCUSSION

1.14.1 EASA indicated that for accident analyses purposes, air taxis had always been considered as part of air transport commercial operations, and it recommended it should be retained as such.

1.14.2 Some States also indicated that they would have a problem with accepting the classification as proposed and suggested that one solution would be to split General Aviation into commercial and non-commercial activities, where the former would include air taxis and commercial business flights. In view of the number of States which were in support of this proposal, the Chairman decided to set-up an ad-hoc working group (WG1) composed of representatives from Bahrain, Brazil,

China, France, Germany, Saudi Arabia, Switzerland and the United States to review this issue and come up with an agreed proposal for consideration by the Division.

1.14.3 The first STA/10 Working Group (WG/1) met to discuss the proposed ICAO classification of civil aviation activities provided in Appendix A of WP/7.

1.14.4 The main issue for discussion was the classification of air taxi activity under commercial non-scheduled air transport activities and its implications in terms of data reporting. In particular, it was noted that while data on aircraft movements was collected for this type of activity, data on passenger, freight and mail traffic was not.

1.14.5 It was also noted that air taxi activity, as defined in Appendix B¹ of WP/7, is better classified under commercial air transport activities as suggested and that the definition of general aviation as “all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire”, precluded it from being classified under general aviation.

1.14.6 It was noted that the United States had a different definition² for air taxis which may cover both scheduled and non-scheduled operations.

1.14.7 WG/1 agreed to make the following two proposals for the Division:

- a) approve Appendix A to WP/7 without changes; and
- b) exclude on demand non-scheduled commercial air transport activities from the requirements involving the reporting of passenger, freight and mail traffic as well as financial data.

1.14.8 With these conclusions in mind, the Division adopted the following recommendation:

Recommendation 1/3

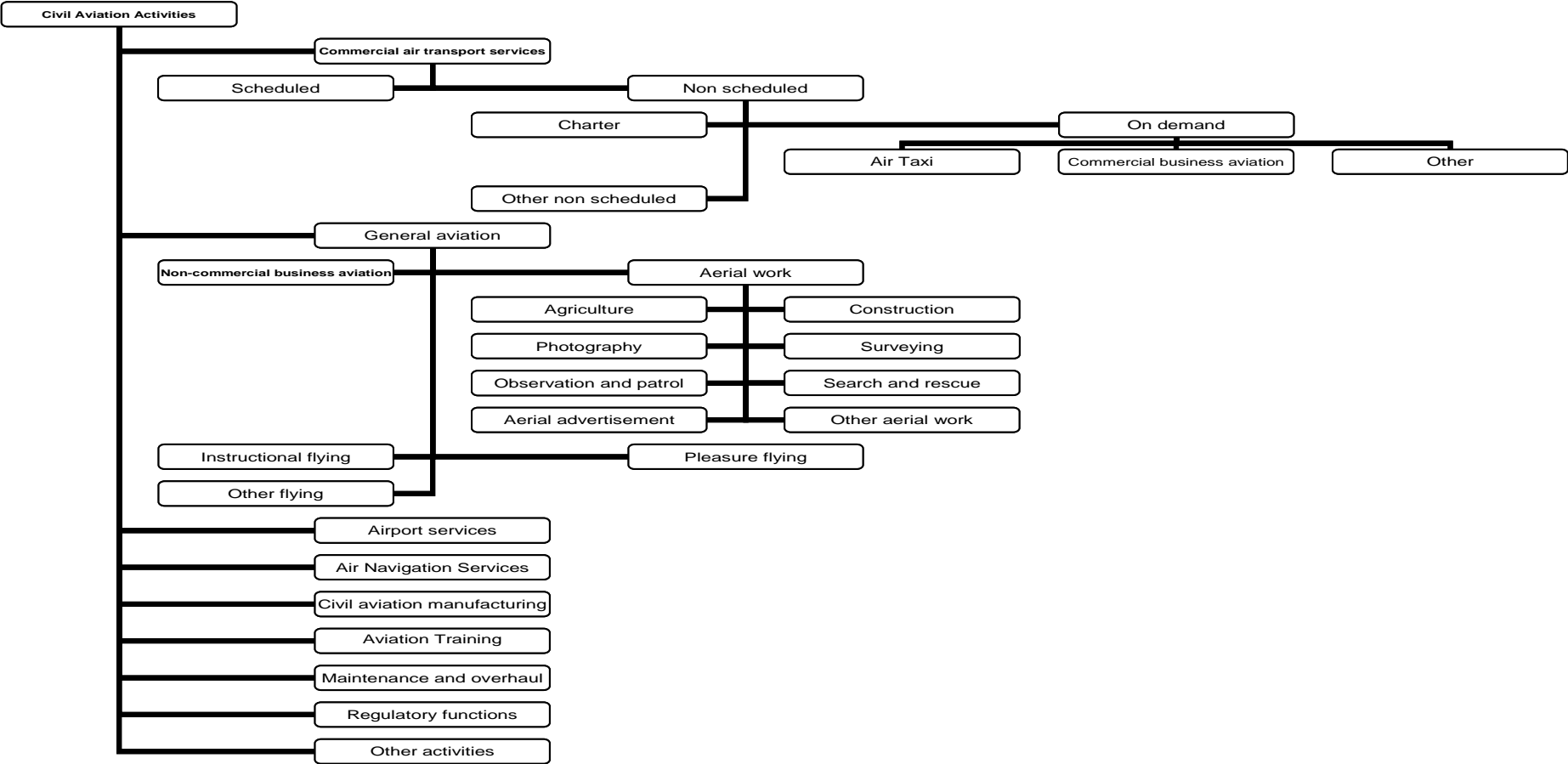
The Division recommends that:

The proposed classification (as shown in the Appendix to the report on Agenda Item 1) of civil aviation activities be adopted for statistical purposes.

¹ Air taxi revenue flights. On-demand, non-scheduled flights on short notice for the carriage by air of passengers, freight or mail, or any combination thereof for remuneration usually performed with smaller aircraft including helicopters (typically no more than 30 seats). This definition includes any positioning flights required for the provision of the service.

² The 1977 US Glossary of Air Transportation Terms Operator Air Taxi reads: A classification of air carrier which directly engage in the air transportation of persons property or mail in any combination of such transportation and which (1) do not utilize large aircraft (over 60 seats) (2) do not hold a certificate of public convenience and necessity or other economic authority other than that provided in 14 CFR Part 298 and (3) have and maintain in effect liability insurance.

APPENDIX
PROPOSED ICAO CLASSIFICATION OF CIVIL AVIATION ACTIVITIES



Agenda Item 2: Air carrier traffic data and traffic flow statistics***Review of on-flight origin and destination (OFOD) publication rules and data (WP/8)*****2.1 DOCUMENTATION**

2.1.1 WP/8 explained that the On-Flight Origin and Destination (OFOD) data collection was the only statistical series in ICAO subject to publication restrictions, both in content and in terms of when the data could be released. The restrictions on what could be shown had a significant negative impact on the data available to Member States. STAP/14 noted that these restrictions were only intended to be of a temporary nature and had accordingly recommended the publication restrictions on the selection of city-pairs be removed and the delay of publication be reduced from one year to six-months from the end of the reporting period concerned.

2.1.2 The paper also noted that ICAO currently produced forecasts for scheduled traffic only. Since early 2009, the Organization had started to restructure its forecasting activities so as to enable it produce forecast covering all traffic (scheduled and non-scheduled) by route group. STAP/14 had recommended that, in order to do this, the current OFOD data collected through Form B should also include international non-scheduled traffic.

2.2 DISCUSSION

2.2.1 During the discussion, there were a few interventions both in favour of removing all restrictions with regard to the timing of the publication of the data, as well as maintaining the current time delay of a year. However, the Division finally agreed to recommend publication of the data received six-months after the event.

2.2.2 In view of the discussion on general aviation, some concerns were also raised with regard to the content of non-scheduled traffic to be reported for OFOD. The Secretariat indicated that regardless of the outcome of the discussion on air taxis, it was never the intention that States should include such data when reporting the revised Form B. It was also clarified that where States could clearly distinguish between scheduled and non-scheduled operations, OFOD data should be reported separately. Those States which were unable to do so could report aggregate data by clearly indicating so in the reporting form.

2.2.3 The Secretariat also indicated that to ensure that there would be no issues with the data requested, a draft of the new reporting instructions for the revised Form B would be circulated for comments to all States. On the basis of these reassurances, the Division adopted the following Recommendation:

Recommendation 2/1**The Division recommends that:**

With regard to the On-flight Origin and Destination (OFOD) data collection, Air Transport Reporting Form B, ICAO should:

- a) remove all publication restrictions in the selection of the city-pairs for this data collection;
- b) publish all data submitted six months after the end of the quarterly reporting period concerned; and
- c) extend this data collection to cover both international scheduled and non-scheduled revenue air traffic, but excluding on-demand commercial traffic such as air taxis and commercial business aviation.

Definition and identification of low-cost carriers (WP/9)**2.3 DOCUMENTATION**

2.3.1 The Division noted that the need for identification of Low-Cost Carriers (LCCs) in ICAO's statistics programme was gaining importance as a result of their increasing international presence. It was also informed that ICAO had already developed a definition of LCCs in the context of economic regulation of international air transport and there were other definitions and/or identification methods of LCCs adopted by States and international organizations.

2.3.2 WP/9 reviewed various methods of identifying LCCs, as well as the issues associated with them, such as a trade-off between the limitation of data for this category of carriers and the application of an element of subjective judgement to determine the categorization. In order to integrate this new market segment in ICAO's statistics programme, the paper recommended that ICAO should send a list of carriers identified as being LCCs to Member States to receive their feedback on the appropriateness of the categorization for those carriers on the list, and others not listed, and to update this list on a regular basis.

2.4 DISCUSSION

2.4.1 There was general recognition of the importance and benefits of identifying low-cost carriers (LCCs) in ICAO's statistics programme. Broad support was expressed for the definition of LCCs developed by ICAO in the Manual on the Regulation of International Air Transport (Doc 9626), as well as annual update of the list of LCCs prepared by the Secretariat based on the feedback from Member States.

2.4.2 A proposal was made that the list of LCCs should include start and end month/year of LCCs operation. The Division agreed to this proposal because some LCCs transformed their type of

operations and/or business models in the middle of the year. With respect to data on LCCs that ceased operation, the Division considered retaining historical data useful for analytical and forecasting purposes.

2.4.3 On the basis of the above discussion the Division adopted the following recommendation:

Recommendation 2/2

The Division recommends that:

- a) for statistical purposes ICAO should use the definition of low-cost carriers (LCCs) as shown in the *Manual on the Regulation of International Air Transport* (Doc 9626);
- b) ICAO should annually update the list of LCCs based on the feedback from Member States; and
- c) ICAO should show both the IATA and the ICAO codes associated with each LCC.

Quick monitoring system (QMS) of commercial air carrier monthly traffic data (WP/10)

2.5 DOCUMENTATION

2.5.1 WP/10 suggested that the availability of short term trends of traffic will be of significant benefit to the Member States and to government owned as well as privately held air carriers in their planning efforts to align capacity with demand, thereby improving the efficiency and economic viability of operations as well as optimal utilization of capital in their respective States. With this in mind, STAP/14 recommended appropriate amendments to the current reporting instructions with the intention of obtaining crucial traffic data earlier than requested by the current filing schedules.

2.6 DISCUSSION

2.6.1 There was general recognition of the importance and benefits of identifying short term trends of traffic inclusive of low-cost carriers (LCCs) traffic in the endeavour of government owned and privately held air carrier's planning efforts to align capacity with demand thereby improving the efficiency and economic viability of operations as well as optimal utilization of capital in their respective States. Broad support was expressed for the need to capture this crucial traffic trends in time frames earlier than at present. The Observer from ACI pointed out that for their 150 airports, data were received within the 25th day of the close of the preceding month and there was no reason why such a system could not be replicated for major air carrier's traffic data.

2.6.2 With no further comments, the Division adopted the following recommendation aimed at amending the relevant reporting instruction in Form A.

Recommendation 2/3**The Division recommends that:**

The reporting instruction for filing schedule in Air Transport Reporting Form A — *Air Carrier Traffic — Commercial air carriers* should be amended to read as follows:

...

Form A should be completed on either a monthly or annual*–basis as follows:

Monthly. Form A is to be completed on a monthly basis for the following carriers:

- a) each of a State's carriers having combined traffic (international plus domestic, scheduled plus non scheduled) of at least 90 per cent of the total tonne-kilometres (scheduled and non-scheduled) performed by the air carriers of that State; and
- b) each of a State's carriers having a total traffic of at least 100 million total tonne-kilometres performed per year (based on the previous year's data).

Member States will endeavour to file Form A on a monthly basis within one month of the end of the reporting period to which it refers. In the event this is not practicable, a Member State should submit Form A data no later than two months of the end of the reporting period to which it refers.

**Annually.* Form A is to be completed on an annual basis (calendar year = January to December) for each of the State's remaining air carriers whose fleets exceed 200 tonnes aggregate maximum take-off mass. This form should be filed with ICAO within two months of the end of the annual reporting period.

...

Agenda Item 3: Air carrier financial data

Quick Monitoring System (QMS) of Commercial Air Carrier Financial Data (WP/11)

3.1 DOCUMENTATION

3.1.1 WP/11 indicated that the availability of short term trends of traffic and finances will be of significant benefit to the Member States and to the government owned and privately held air carriers in their planning efforts to align capacity with demand thereby improving the efficiency and economic viability of operations as well as the optimal utilization of capital in their respective States. With this in mind, STAP/14 recommended that Member States submit a preliminary Form EF — *Financial Data — Commercial Air Carriers* (Part 1) within three months of the end of each reporting period. In addition the panel also recommended the implementation of a quarterly form to survey the state of air carrier finances limited to operating revenues and expenses, as well as operating and net income. These data would be treated as confidential and only used to estimate and publish regional and global totals.

3.2 DISCUSSION

3.2.1 The Division noted that with regard to Air Transport Reporting Form EF, should an air carrier be part of a group of companies, the Profit and Loss Statement (Part 1) would need to refer to the air carrier activities so that these could be linked to the operational statistics of that air carrier, namely the revenue tonne-kilometres (RTK) and available-tonne kilometres (ATK). The non-operating items, the Balance Sheet (Part 2) and the Statement of Retained Earnings (Part 3) could be reported for the group as a whole.

3.2.2 The Division also noted that the revenue/cost questionnaire was not part of the regular ICAO Statistical Programme. As it captured operating cost and revenue data on a route group basis, the delay in reporting these data was significantly longer than for Form EF. Such data were confidential and used only for the economic studies conducted by ICAO. On the other hand the Financial Form EF captured systemwide financial data and the information was considered to be of a non-confidential nature. As such, integration of these data sources, as requested by one Member State, would not be practicable.

3.2.3 Some States indicated that while willing to provide the preliminary Part 1 data for Form EF, they would not be in a position to meet the suggested deadline of three months. The Division therefore agreed to extend the deadline to four months but no later than six months. The Division also noted that financial data submitted on the preliminary Form EF would be treated in a confidential manner and used to estimate regional and global financial results. With this understanding, the Division adopted the following Recommendation.

Recommendation 3/1**The Division recommends that**

- a) States should file a preliminary Form EF — *Financial Data — Commercial Air Carriers* (Part 1 only) within four months of the end of the reporting period. In the event this was not practicable, a State should submit the preliminary Form EF (Part 1) no later than six months of the end of the reporting period to which it refers; and
- b) ICAO should implement a new quarterly survey (Appendix to the report on Agenda Item 3 refers) to obtain basic financial parameters of major air carriers in their regions to be collected through the ICAO Regional offices.

Impact of Reporting of Air Carrier Financial Data on Traffic Forecasts – Surcharges (WP/12)**3.3 DOCUMENTATION**

3.3.1 WP/12 discussed fuel surcharges which were increasingly becoming a significant factor in the operating revenues of an air carrier. Non-standardized reporting and accounting of fuel surcharges had the potential to impact the analytical and forecasting activities of ICAO. Hence STAP/14 recommended appropriate amendments to the current reporting Form EF to include fuel and similar surcharges in the reporting instructions associated with Form EF to clearly define under which item fuel and other surcharges should be reported.

3.4 DISCUSSION

3.4.1 The Division noted that for some time, both IATA and the Association of European Airlines (AEA) had been using the methodology being proposed in WP/12. Consequently the Division agreed without further discussion to adopt the following Recommendation.

Recommendation 3/2**The Division recommends that:**

The current reporting instructions for passenger revenues appearing in Air Transport Reporting Form EF — *Financial Data — Commercial Air Carriers* under Items 1.1 and 2.1 should be amended as follows:

- a) *Passenger (Item 1.1)*. Include all revenues earned from the transportation of passengers on scheduled flights, after the deduction of applicable discounts and rebates and interline prorated through-tariffs. In the case of promotional offers (i.e. “two-for-one”), the gross passenger revenue for both tickets is to be charged with the applicable discount so as to reflect the net revenue of the value of one ticket. For passengers travelling on tickets issued in exchange

for frequent-flyer points, a nil revenue is to be entered. Also include monies collected from air passengers on surcharges of fuel and other surcharges that result in revenues retained by the air carrier i.e. where the carrier does not have the obligation to pass on the amounts so collected to the government or any other entity. Exclude:

...

- b) *Passenger and excess baggage (Item 2.1)*. Include gross revenues derived from the air transportation of passengers and excess baggage on non-scheduled flights. Also include monies collected from air passengers on surcharges of fuel and other surcharges that result in revenues retained by the air carrier i.e. where the carrier does not have the obligation to pass on the amounts so collected to the government or any other entity.

APPENDIX**QUARTERLY SURVEY ON FINANCIAL PARAMETERS OF AIR CARRIERS**

Air carrier:
State:
Reporting Currency:

Year:
Current quarter:

Item	Current Quarter	Previous Quarter
Operating Revenues (millions)		
Operating Expenses (millions)		
Operating Income (millions)		
Net Income (millions)		
RTK (millions)		
ATK (millions)		
Exchange rate , 1US\$ =		

Notes:

- a) All air carrier data are **confidential**; only aggregated regional and global summary information will be disseminated by ICAO.
- b) The current quarter refers to the quarters of the accounting year of the air carrier.
- c) The previous quarter refers to the reporting quarter of the previous accounting year of the air carrier.

Agenda Item 4: Airport traffic data***Review of Airport Traffic Data (WP/13)*****4.1 DOCUMENTATION**

4.1.1 WP/13 explained that since 1960, ICAO had been collecting airport traffic data for the major international airports in each Member State. In order to assess the development of the air transport system as a whole, STAP/14 had recommended additional selection criteria to extend this data collection to cover all airports with a large domestic traffic component. Additionally, because of differences with Airports Council International (ACI) in the definition for commercial air transport with respect to air taxis, STAP/14, recommended that consideration be given to identifying their operations (in terms of aircraft movements only) so that ICAO and its Member States could compare the individual airport traffic data reported to the two organizations. Finally, the paper suggested that the Division recommend the collection of scheduled and non-scheduled airport origin and destination (O-D) traffic data for the reporting airport.

4.2 DISCUSSION

4.2.1 The Division noted that if some States were unable to submit individual airport traffic data for some of their domestic airports, they nevertheless could submit the total combined airport traffic data for all airports in their States through the annual reporting Form I-S.

4.2.2 The Division also noted that with regard to air taxis and commercial business operations the intention had always been to limit these data to aircraft movements, since most States did not keep track of the number of passengers or freight carried by these flights. Also, in order not to overburden States, the explicit identification of the number of aircraft movements by general aviation and commercial business operations would only be shown in the annual airport traffic reporting Form I-S.

4.2.3 Upon the proposal of one State it was suggested that those which were able to split domestic flights into scheduled and non-scheduled operations could do so. However, for the purposes of Forms I and I-S, airport traffic, this item will be retained in its aggregated form as at present.

4.2.4 The Division noted that, should the proposal to collect O-D traffic for airports be approved, the Secretariat would have to create a new Air Transport Reporting Form with the relevant reporting instructions and definitions.

4.2.5 On the basis of the clarifications provided above, the Division adopted the following recommendation:

Recommendation 4/1**The Division Recommends that:**

With respect to *Air Transport Reporting Form I — Airport traffic*, ICAO should:

- a) extend the collection of airport data to domestic traffic by establishing the threshold limit for the traffic to be considered at 80 per cent of the total commercial traffic units, as shown in Appendix A to this report;
- b) modify the definitions of non-scheduled operations by explicitly identifying air taxis (and commercial business flights), and including pleasure flying under the definition of other movements;
- c) consider identifying the movements data for air taxis (and commercial business flight) which are reported under non-scheduled operations, as shown in Appendix B to this report; and
- d) collect international scheduled and non-scheduled origin and destination (O-D) traffic data for the reporting airport. However, if such data were not widely available, ICAO should consider collecting traffic data for all non-stop flight stages arriving and departing to/from the reporting airport.

*Collection and Compilation of Civil Aviation Statistics — India
Context (WP/33 Presented by India)*

Data Requirements for Forecasting Activities (WP/14)

*Collection of Data on Airport and Airspace Capacity, Investment and
Funding (WP/15)*

4.3 DOCUMENTATION

4.3.1 In WP/33 India stated that ICAO had prescribed various forms to collect data pertaining to civil aviation. The paper presented details of the civil aviation related data collected and maintained in India, their sources and dissemination and that data so collected were used by the Ministry in planning and policymaking. These data were also used by other related departments and researchers. The paper furthermore discussed the various gaps in the data being collected. Some of these gaps were based on the requirements of other secretariat in ministries/departments.

4.3.2 WP/14 presented the restructuring of ICAO forecasting activities, discussed the related data requirements and identified their potential sources. The paper also focused on requirements for air traffic and fleet forecasts. Requirements for the forecasting of licensed personnel, airport capacity, airspace capacity and funding were covered by other working papers presented to the Division.

4.3.3 In WP/15 it was suggested that continuous air traffic growth was leading to capacity constraints at airports and in the airspace in several regions of the world. Such constraints might be physical, technical, operational, financial, regulatory, political, etc. Timely identification of constraints supports effective and efficient planning and could help achieve safety, efficiency and environmental goals. In some cases, these constraints might inevitably make it necessary to take them into consideration in forecasting and planning. The collection of data on future investments planned by airports and air navigation service providers might shed some light on the extent to which these constraints were being

addressed. The purpose of this paper was to review the various possible constraints to air traffic growth and to propose ways in which adequate information could be collected.

4.4 DISCUSSION

4.4.1 The Division discussed the above-listed working papers jointly.

4.4.2 Some participants sought clarifications on the criteria to be used for the selection of airports that would be requested to report data on capacity constraints and whether consideration would be given to the impact of the existence of non-constrained airports in the vicinity of airports deemed to be congested. It was highlighted that the selection criteria would be left to the States concerned and that the consideration of traffic diversion from congested airports to non-congested airports in their vicinity was not considered in the proposed questionnaire which had been limited to the supply side (capacity) and did not cover the demand side (traffic). The Division noted that traffic diversion was particularly relevant to forecasting and that while it was not currently considered by the forecast methodology used by ICAO, this could be considered when further improvements were planned. The Division also noted that this data collection was motivated by the increasing pressure/demands/requirements to include constraints in the forecasts.

4.4.3 The Division also discussed the proposals made in WP/33 and in particular the request for the classification of cargo by the type of goods carried. It was concluded that this classification would not be possible since civil aviation administrations were not collecting these data. However, if needed, this type might be available from other national entities such as customs or commerce departments.

4.4.4 With regard to the draft questionnaire shown in Appendix C, the Division noted that ACI had been unable to circulate it to a sample of its members during the summer months because it could have conflicted with some other surveys which they were conducting at that time. Nevertheless, the Observer from ACI, confirmed the willingness of his association to assist ICAO with such a survey in the future. The Division also noted that such a questionnaire would be sent out on an ad-hoc basis, as these data were not required on a regular annual basis.

4.5 CONCLUSION

The Division agreed in principle with the proposed questionnaire to airports recognizing that, in close cooperation with ACI, the Secretariat might review its format to make it more flexible to also cover supply side.

APPENDIX A

PROPOSED REVISED REPORTING INSTRUCTIONS AND DEFINITIONS FOR AIRPORT TRAFFIC - FORM I

General

This form is to be used by ICAO Member States to report traffic statistics for each of their airports that is open to commercial traffic. A separate Form I is to be filed regularly for:

- a) each of a State's principal airports having combined traffic of at least 90 per cent of the total international commercial traffic units (scheduled and non-scheduled) of all airports of the State; or
- b) each of a State's airports having no less than 1 000 international traffic units in a year, whichever is less restrictive.

In addition, a separate Form I should also be filed with regard to each principal airport to a State having combined traffic of at least 80 per cent of the total commercial traffic units (scheduled and non-scheduled) of all airports of the State which were not selected under the criteria for international airports above.

...

Commercial air transport

...

International non-scheduled (Item 2). Report under this item the aircraft movements (and loads) of international charter and special flights other than those reported under scheduled flights, performed for remuneration on an irregular basis including empty flights related thereto, air taxi operations (and commercial business flights), inclusive tours other than those reported under scheduled services, and blocked-off charters.

...

Domestic scheduled and non-scheduled (Item 4). Report under this item both the scheduled and non-scheduled services of commercial air transport operators only, including air taxi operations (and commercial business flights).

...

All other movements

Report here all aircraft movements, other than those of commercial air transport. Include commercial activities such as crop dusting, aerial photography, pilot training (at training schools), as well as non-commercial business and pleasure flying and the movements of military aircraft. Although not required, States may report the number of passengers, embarked and disembarked, who are associated with "other movements".

...

APPENDIX B

PROPOSED CHANGES TO AIRPORT TRAFFIC - FORM I-S

Form:

A. Commercial air transport:

1. International scheduled
2. International non-scheduled
3. Total international (1+2)
4. Domestic scheduled and non-scheduled
5. Total commercial air transport (1+2+4)
6. All-freight/mail services ¹
7. Air taxi (and commercial business) operations ²

B. All other movements

1 This traffic is to be included also under Items 1 to 5 (see the reporting instructions).

2 This traffic is to be included also under items 2 to 5 (see the reporting instructions)

Reporting Instructions

...

International non-scheduled (Item 2). Report under this item the aircraft movements (and loads) of international charter and special flights other than those reported under scheduled flights, performed for remuneration on an irregular basis including empty flights related thereto, air taxi operations (and commercial business flights), inclusive tours other than those reported under scheduled services, and blocked-off charters.

...

Domestic scheduled and non-scheduled (Item 4). Report under this item both the scheduled and non-scheduled services of commercial air transport operators only, including air taxi operations (and commercial business flights).

...

Air taxi (and commercial business) operations (Item 7). Air taxi revenue flights. On-demand, non-scheduled flights on short notice for the carriage by air of passengers, freight or mail, or any combination thereof for remuneration usually performed with smaller aircraft including helicopters (typically no more than 30 seats). This definition includes any positioning flights required for the provision of the service.

All other movements

Report here all aircraft movements, other than those of commercial air transport. Include commercial activities such as crop dusting, aerial photography, pilot training (at training schools), as well as non-commercial business and pleasure flying and the movements of military aircraft. Although not required, States may report the number of passengers, embarked and disembarked, who are associated with "other movements".

...

APPENDIX C**QUESTIONNAIRE ON AIRPORT CAPACITY AND CONSTRAINTS****Date:****Airport Name:****ICAO four letter code:****Contact person:****Name:****Email address:****Phone Number:****Is Slot allocation applied (Y/N)?****Purpose of this questionnaire:**

This questionnaire was designed and distributed in application of the recommendations of the ICAO Statistics Division meeting held in Montréal from 23 to 27 November 2009 regarding the collection of data on airport and airspace capacity, investment and funding.

Important Note:

Information provided through this questionnaire will be used for forecasting purposes. It is considered strictly confidential by ICAO and will not be shared with any third party, except in aggregated (at the State, region or global levels) format.

I. Capacity

1.1. Airside

Year		2009	2015	2020	2025	2030
Runway Capacity						
Number of runways						
Declared / nominal capacity ³	Arrival					
	Departure					
	Both					
Please provide a short description of the method used to estimate capacity						
Aircraft parking stands						
Number of parking stands						

1.2. Landside

Year		2009	2015	2020	2025	2030
Passenger Terminal Capacity						
Number of gates						
Number of passengers per year						
Cargo Terminal Capacity						
Tons of cargo per year						

³ This capacity is usually expressed in terms of *Hourly airport capacity* which is defined as the maximum number of aircraft operations that can take place in an hour, which may include arrivals and departures, separately. In some cases a capacity Pareto chart is developed. If this is the case, please attach a copy to this questionnaire. In many cases, only an annual capacity can be provided, if this is the case, please specify.

II. Demand / Capacity relationship

Year	2009	2015	2020	2025	2030
Average delay per departure (minutes)					
Average delay per arrival (minutes)					
Per cent of time airport operating at or above declared capacity					

III. Constraints

Year	2009	2015	2020	2025	2030
Constraints on operations					
Number of runways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number of gates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Number of parking stands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Terminal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Staffing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Constraints on physical expansion					
Limited land due to geographical location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited land due to housing encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of funding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Political opposition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Agenda Item 5: Airport financial data**Agenda Item 6: Air navigation services providers (ANSPs) en-route facility financial data***Standardization of Air Transport Statistics on Airports and Air Navigation Services Providers (WP/16)***5.1 DOCUMENTATION**

5.1.1 WP/16 proposed the integration of the data collections currently undertaken by the ICAO Statistics Programme for financial data for airports and air navigation service providers (ANSPs), using Form J — *Airport Financial Data* and Form K — *Air Navigation Services Financial Data*, with the questionnaires on airports and route facilities distributed biennially in preparation for reporting on the financial situation of airports and ANSPs. Such integration would reduce reporting requirements of Member States, standardize data collection and overcome duplication of tasks within the Air Transport Programme while making the data readily accessible through the Integrated Statistics Database (ISDB). WP/16 discussed the proposed modifications to Forms J and K, respectively, which were shown versus the original forms in the appendices concerned.

5.2 DISCUSSION

5.2.1 ACI referred to its long-standing experience in collecting these type of data for its annual Airport Economics Survey and offered its continuous cooperation. The data analyses would provide similar and robust evidence of airports' economic importance. While the global results gave a steady trend, for instance, towards increasing non-aeronautical revenues, the regional differences, for instance regarding airport employment, revealed different employment models.

5.2.2 EUROCONTROL stressed the importance to include multinational ANSPs in this data collection as the configuration of functional airspace blocks in Europe exceeded by far the boundaries of national States.

5.3 CONCLUSION

5.3.1 The Division endorsed the proposed modifications of:

- a) Form J — *Airport Financial Data* by (i) expanding the number of items on non-aeronautical revenues, (ii) simplifying some of the ancillary financial information requested, and (iii) adding the number of airport employees; and
- b) Form K — *Air Navigation Services Financial Data* by adding the number of ANSP employees.

Agenda Item 7: Air navigation services providers (ANSPs) en-route facility traffic data***New ICAO Aircraft Movement Data Collection (WP/17)*****7.1 DOCUMENTATION**

7.1.1 WP/17 proposed a new collection of aircraft movement data based on the conclusion of STAP/14 and its Working Group 1 Report. In the interest of avoiding duplication of efforts, exploring synergies and pooling resources, it suggested that ICAO's Statistics Programme seeks the collaboration from ICAO's Committee on Aviation Environmental Protection (CAEP) and its Modelling and Databases Task Force (MODTF) for updating their Common Operations Database (COD), with the intention to start collecting 2010 data in 2011. The creation of one harmonized, global aircraft movement database would enable ICAO to perform traffic analyses that address the changing requirements in air traffic management and air navigation for potential applications, such as safety and efficiency assessments in support of, for instance, the performance-based navigation (PBN) concept. The implementation of the proposed data collection would require active support from Member States, air navigation services providers (ANSPs), their industry associations as well as additional resources. It would also overcome the limitations of Form L data collection where the data currently requested precluded such traffic analyses and was suffering from insufficient coverage due to lack of reporting by States.

7.1.2 In addition, the Representative of Saudi Arabia gave a presentation on a sample analysis of aircraft movement data.

7.2 DISCUSSION

7.2.1 The European Aviation Safety Agency (EASA) welcomed the initiative and stressed the importance that an aircraft movement database would also include the aircraft type and, thus, enabling its use for monitoring safety issues.

7.2.2 EUROCONTROL, providing the resources together with United States' Department of Transportation/Federal Aviation Administration (DoT/FAA) in building the COD and sharing vast experiences to harmonize their respective 2006 aircraft movement databases, accepted this initiative in principle. EUROCONTROL valued the prospect of widening the geographical range of the COD during a forthcoming update but cautioned against underestimating the collaborative efforts required for that endeavour. As a caveat, it was stated that the COD has been created to calculate global emissions and much work would be needed to match the data set to be identified and defined with envisaged applications.

7.2.3 The Secretariat confirmed that the typical data structure given in the Appendix to this report was for information purposes only and not linked to the recommendation. It was urged to decide on the method and format of the new form, as one Delegation stated that for some special concerns, there will be a need to make appropriate preparations in order to comply, to the extent possible, to this new data collection requirements.

7.2.4 On the basis of these deliberations, the Division adopted the following Recommendation:

Recommendation 7/1**The Division recommends that:**

The ICAO's Statistics Programme should:

- a) pursue the collection of aircraft movement data across FIRs/UIRs annually from ANSPs through States with the intention to start with 2010 data in 2011, and in so doing seek collaboration from ICAO's CAEP and its Modelling and Databases Task Force (MODTF) for an update of their Common Operations Database (COD) with a view to avoiding duplication, exploring synergies and pooling of resources;
- b) develop a protocol for the protection and electronic transmission of FIRs/UIRs data to be identified and defined in close collaboration with ANSPs; and
- c) discontinue Reporting Form L.

APPENDIX**TYPICAL FIELDS OF AIRCRAFT MOVEMENT DATA**

1. Date of flight
 2. Call sign
 3. Aircraft operator
 4. Flight number
 5. Aircraft registration
 6. Aircraft type
 7. Departure airport
 8. Destination airport
 9. Entry point
 10. Entry time
 11. Entry flight level (FL)
 12. Exit point
 13. Exit time
 14. Exit flight level (FL)
 15. ATA – actual time of arrival
 16. STA – scheduled time of arrival
 17. STD – scheduled time of departure
 18. ATD – actual time of departure
 19. ATS route
 20. Flight classification I: inbound/arrival (IN), outbound/departure (OUT), en-route (ENR)
 21. Flight classification II: scheduled (SCED), non-scheduled (NSCED), business (BUS), general aviation (GA)
 22. Flight classification III: passenger (PA), cargo (CA), other (OT).
-

Agenda Item 8: Civil aircraft on register and data collection on equipages and ground equipment*Civil aircraft on register (WP/18)***8.1 DOCUMENTATION**

8.1.1 WP/18 informed that in December 2006, the Council approved in principle the *Rules for the Provision of Pertinent Data Concerning Aircraft Registered in a State Pursuant to Article 21 of the Convention on International Civil Aviation*, thus establishing the conditions for a new database to be developed in ICAO, which would cover information of individual civil aircraft on register by their nationality and registration marks. This database could be used by ICAO to derive aggregate data on civil aircraft on register similar to those currently being collected through Form H. However, STAP/14 suggested that in order for an informed decision to be taken on the matter, the Secretariat should carry out a comparison between the data currently being collected through Form H and those which were available through the International Register of Civil Aircraft (IRCA). Such comparison was shown in the Appendix to this report. In view of these results, WP/18 invited the Division to consider the conditions under which the collection of data on civil aircraft on register through Form H, might be discontinued.

8.2 DISCUSSION

8.2.1 The Division emphasized the usefulness of the new database on civil aircraft on register which is being developed by ICAO with a view to improving transparency and data on aircraft ownership for safety analyses purposes.

8.2.2 The Division noted that there would be some time delay between when the new database would become operational and when the Secretariat would be able to make use of these data to generate Form H. In the interim, ICAO would need to continue to receive civil aircraft on register data on Form H. The Division also noted that in recent years, the response to Form H had significantly decreased. In order to encourage States to submit this form it was proposed to simplify it in order to make it easier for States with automated systems to report.

8.2.3 The Division agreed to the proposed changes and adopted the following recommendation

Recommendation 8/1**The Division recommends that**

- a) to encourage States to report information on civil aircraft on register through Air Transport Reporting Form H — *Civil Aircraft on Register*, ICAO should simplify the reporting form as well as the related instructions as follows:
 - 1) delete the current split into commercial and other operators and collect only the totals in Part I (columns f and g) and Part II (column d); and
 - 2) change the reporting instructions of Form H under statistics to be reported to appear as follows:

Aircraft to be included in the statistics:

all civil aircraft on the national register holding a valid certificate of airworthiness on 31 December of the year being reported;

Aircraft to be excluded from the statistics:

all registered vehicles lighter than air, experimental aircraft, home built aircraft, gliders with auxiliary motors intended for sport or training purposes, gliders with auxiliary motors intended for sport or training purposes, ultra lights and gyrocopters.

- b) until it is decided otherwise (see c) below), ICAO should supplement the data it receives through Form H by making use of the information from the new civil aircraft register data base to be implemented in ICAO, pursuant Article 21 of the Convention; and
- c) the Council should consider discontinuing Form H once the Secretariat has established that all the coverage for Form H can be achieved through the new data collection.

Inventory of air navigation equipment on board aircraft and on the ground (WP/19)

8.3 DOCUMENTATION

8.3.1 WP/19 suggested that decisions involving the setting of international civil aviation standards and recommended practices, which might affect the design and use of air navigation equipment and avionics, often required the estimation of the resulting financial impact. Furthermore, planning of air navigation systems entailed economic and financial studies. The effective development of these studies, both of which included cost estimation, necessitated the availability of current and complete data on air navigation equipment on the ground and avionics on board aircraft. Consequently, the paper analysed the opportunity of integrating this type of data in the regular ICAO statistics program.

8.3.2 In addition, the EUROCONTROL Representative gave a presentation on the EUROCONTROL PRISME Fleet Database.

8.4 DISCUSSION

8.4.1 Several States expressed concerns with regard to the additional burden the proposed data collection would put on national civil aviation administrations and aircraft operators. Some States also suggested that such a data collection went beyond the scope set up in article 67 of the Convention.

8.4.2 Hence, in order to minimize the burden on States and aircraft operators, the Division agreed to adopt the following Recommendation:

Recommendation 8/2

The Division recommends that:

A joint ICAO-industry working group be established to explore ways and means to collect data on navigation equipment on board aircraft and on the ground.

APPENDIX**DATA COMPARISON: FORM H VERSUS IRCA**

The tables below compare the reported data for Form H for 2008, and the current data from IRCA available through their website (<http://www.aviation-register.com/>).

Table E1: Number of States by statistical region

Region	Form H (2008)	IRCA (current)	Number of common States
Europe	24	22	10
Africa	5	8	1
Middle East	1	4	0
Asia/Pacific	15	8	3
North America	1	2	1
Latin America/Caribbean	5	3	0
Total	51	47	15

Table E2: Number of aircraft*

Region	Form H (2008)	IRCA (current)
Europe	40 596	44 004
Africa	761	4 408
Middle East	32	278
Asia/Pacific	5 377	14 830
North America	25 556	354 498
Latin America/Caribbean	786	1 181
Total	73 108	419 199

Note: * Powered aircraft only, excluding motorised gliders, ultra lights, and gyrocopters

Agenda Item 9: Civilian licensed personnel data***New Data Collection for Civil Personnel Licenses and Training
(WP/20)*****9.1 DOCUMENTATION**

9.1.1 WP/20 proposed a new annual data collection on civil aviation personnel licenses and training based on recommendation STAP/14-14 and a draft reporting form. With growing air traffic, leading to increased demand for pilots, maintenance personnel and air traffic controllers, shortages might adversely affect the safety of airline operations. Estimating current and future requirements for licensed aviation personnel and available training capacity would be essential for human resource planning, institutional capacity building and related funding and policy measures in States and regions. WP/20 reviewed the existing ICAO data collections in Form D — *Fleet and Personnel — Commercial Air Carriers* and in the State Aviation Activity Questionnaire (SAAQ) used by the Universal Safety Oversight Audit Programme. It presented preliminary 2008 results for pilots and aircraft maintenance personnel obtained from an initial survey.

9.2 DISCUSSION

9.2.1 One State suggested that ICAO shall explore the possibility of linking a need for total civil aviation employment data to this data collection or another appropriate form as the employment generated by civil aviation is one indicator of its important economic impact.

9.2.2 Other States stated their limitations to provide data, for instance on air traffic controller licenses. Although the provision of sufficient licensed personnel in air traffic control services was the responsibility of Member States, information gaps exist regarding training conducted in either private or international institutions abroad. With reassurance from some other States, having the information available, the Secretariat emphasised that it would rather receive incomplete information from some States than remove a category from the draft form in anticipation of information gaps. Data would be needed by ICAO to quantify potential surplus or shortage of licensed aviation personnel and training capacities to address these human resource and training issues. It was noted that personnel and training shortages in one region could compensate for personnel and training surplus in another region.

9.2.3 On the basis of these deliberations, the Division adopted the following Recommendation:

Recommendation 9/1

The Division recommends adopting the draft form with accompanying reporting instructions to be issued on aviation personnel licenses and training as shown in the Appendix to the report on Agenda Item 9.

— — — — —

APPENDIX

**DRAFT AIR TRANSPORT REPORTING FORM
AVIATION PERSONNEL LICENSES AND TRAINING**

State:..... Contact person:
 Organization:.....
 Tel.:..... Fax:.....
 E-mail:.....

I. Aviation Personnel Licenses				
Personnel Licenses by Category		Number of licenses	Mandatory retirement age	
Licenses issued by the reporting State		Current year	Current year	Planned changes
1.	Pilot licenses			
1.1.	Airline Transport Licenses (ATPL)			
1.2.	Commercial Pilot Licenses (CPL)			
1.3.	Multi-Crew Pilot License (MPL)			
1.4.	Flight instructors and/or examiners (ATPL, CPL, MPL, Instrument Rating (IR))			
2.	Aircraft Maintenance Licenses (engineers/technicians/mechanics)			
3.	Air Traffic Controller Licenses			
Validated licenses issued by another State				
4.	Pilot licenses			
4.1.	ATPL			
4.2.	CPL			
4.3.	MPL			
4.4.	Flight instructors and/or examiners (ATPL, CPL, MPL, IR)			
5.	Aircraft Maintenance Licenses (engineers/technicians/mechanics)			
6.	Air Traffic Controller Licenses			

II. Training Institutions and Capacity				
Training Institutions		Number of certified training institutions		
Certified training institutions		Current year		Planned changes*
1.	Pilot Licenses (rating for ATPL, CPL, MPL, IR)			
2.	Aircraft Maintenance Licenses (engineers/technicians/mechanics)			
3.	Air Traffic Controller Licenses			
Training Capacity		Number of training population		
		Current year		Planned changes*
Training population		Students	Graduates	Graduates
4.	Pilots			
4.1.	ATPL			
4.2.	CPL			
4.3.	MPL			
5.	Aircraft maintenance personnel (engineers/technicians/mechanics)			
6.	Air Traffic Controllers			

*at the end of a 5-year period following the current year

Agenda Item 10: Fuel consumption by commercial air carriers***Proposal for a New Data Collection of Fuel Consumption by Commercial Air Carriers (WP/21)*****10.1 DOCUMENTATION**

10.1.1 In accordance with the programme of action recommended by the Group on International Aviation and Climate Change (GIACC), WP/21 indicated that ICAO needed to collect fuel consumption data for commercial air carriers in order to meet the requirements of initiatives in the area of environmental protection as well as to monitor improvements in fuel efficiency due to changes in operational and air navigation procedures. In accordance with the recommendation of STAP/14, the paper proposed the introduction of a new collection process on fuel consumption by commercial air carriers and two options of a reporting form through which the data could be collected on an annual basis. These two options included:

- a) a form endorsed by STAP/14 which would collect fuel consumption data by air carrier and aircraft type (passenger and all-freight) broken down into scheduled and non-scheduled services for international and domestic operations, plus the corresponding tonne-kilometres performed and tonne-kilometres available; or
- b) a form requiring reporting of fuel consumption and corresponding traffic in terms of tonne-kilometres performed and tonne-kilometres available by flight stage for international and domestic services. This option would reduce the burden on States of reporting to ICAO in view of the developments with respect to aviation emissions trading that have been taking place since STAP/14.

10.2 DISCUSSION

10.2.1 The Division recognized the importance of fuel consumption data collection and the caution that needed to be applied in dealing with this issue. The division had no objection to the principle of introduction of fuel consumption data collection by ICAO, as this had been included in the programme of action proposed by GIACC and unanimously endorsed by the ICAO High-level Meeting on International Aviation and Climate Change.

10.2.2 With respect to the modalities of collecting the data, some delegations stated that their respective countries did not have sufficient technology to report data on fuel consumption, including the formats proposed in WP21. Others indicated that due to several technicalities (e.g. related to fuel density, fuel consumption by APUs, revenue tonne-kilometres calculation) that were not clear, they would only be able to accept the modification of reporting Form D by adding a column on fuel consumption data. One delegation indicated that the principles and provisions of common but differentiated responsibilities and respective capabilities (CBDR) should be applicable to the fuel consumption data collection by commercial air carriers. However, the Secretariat confirmed that it had been directed by the Council to implement such data collection without applying any differentiation and that assistance would be provided to States, as required, in the reporting process.

10.2.3 Regarding the technical content of a reporting form, there were divergent views on whether to discuss it in the context of a STAP meeting to be planned for next year or to address it right away through an ad-hoc working group. It was agreed to create an ad-hoc working group (WG2) consisting of representatives of Brazil, China, France, Germany, India, Mexico, Nigeria, Switzerland, United Kingdom and IATA, to further examine the modalities to be used for the collection of fuel consumption data.

10.2.4 The ad-hoc Group met on 26 November 2009 to discuss the contents of a reporting form to be used for collection of fuel consumption data.

10.2.5 It focused on a new form since a modification of any existing ICAO Air Transport Reporting Forms for that purpose might result in a decrease to their level of reporting compared to the current ones.

10.2.6 The deliberations of the Group focused on contents of the forms proposed in appendices A and B of STA/10-WP/21. Following the exchange of views on the feasibility of obtaining detailed data, the Group was of the opinion that a new form should be simple and more detailed requirements could be added should they be needed in the future. Therefore, the Group did not recommend to use the form proposed in Appendix B. With respect to the form in Appendix A, the Group proposed to simplify it by retaining only international services (broken down into scheduled and non-scheduled excluding on-demand flights). In addition, the Group proposed that the fuel consumed should be reported in litres. The form proposed by the Group appears in the Appendix to this report.

10.2.7 The Group also proposed that this form should be submitted to the forthcoming CAEP meeting in order for CAEP to provide its feedback on the contents of the form. The Secretariat will inform the members of WG2 of the feedback from CAEP and seek their comments before finalizing the proposed reporting form.

10.2.8 Furthermore, the issue of confidentiality of the reported data used in the proposed form was raised. The Group recognized that the data should be treated by ICAO as confidential and should not be made public in such a way as to permit identification of individual carriers.

Recommendation 10/1

The Division Recommends that:

- a) ICAO should introduce a new collection process on fuel consumption by commercial air carriers; and
 - b) the form appearing in the Appendix to the Report on Agenda Item 10, with possible amendments during the finalization phase as referred to in paragraph 10.2.7, should be used.
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APPENDIX

FORM....

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
AIR TRANSPORT REPORTING FORM**

FUEL CONSUMPTION AND TRAFFIC - INTERNATIONAL SERVICES, COMMERCIAL AIR CARRIERS

Contact person: _____
 Organization: _____
 Tel: _____
 Fax: _____
 E-mail: _____

State: _____
 Air carrier: _____
 Year ended: _____

Aircraft type		Scheduled services			Non-scheduled services (excluding on-demand flights)			Total (scheduled and non-scheduled, excluding on-demand flights)		
Manufacturer and Model		Fuel consumed (thousands of liters)	Tonne-kilometres performed (thousands)	Tonne-kilometres available (thousands)	Fuel consumed (thousands of liters)	Tonne-kilometres performed (thousands)	Tonne-kilometres available (thousands)	Fuel consumed (thousands of liters)	Tonne-kilometres performed (thousands)	Tonne-kilometres available (thousands)
Passenger	Freighter	3	4	5	6	7	8	9	10	11
1	2	3	4	5	6	7	8	9	10	11
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Agenda Item 11: Aircraft accidents and safety analysis***Reference and Use of the Integrated Statistical Database (ISDB) for Safety Data Analyses (WP/22)*****11.1 DOCUMENTATION**

11.1.1 WP/22 explained that in order to measure the progress of ICAO toward the achievement of the Strategic Objective of Safety, traffic exposure data extracted from the ICAO Integrated Statistical Database (ISDB) were linked to occurrence data from the European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS), and then associated with the Universal Safety Oversight Audit Programme (USOAP) databases in order to carry out more in-depth safety analysis. The ISDB played a significant role by housing the data collected from States through the Statistics Programme. Due to its extended reference files categories, the information contained in one table could be related to that contained in another one, enabling a wider range of analysis. The paper dealt with the links between the ISDB, ECCAIRS and the USOAP databases and established the need to harmonize references using standardized coding structures, with a view to enabling the conduct of meaningful aircraft safety analyses for the Organization.

11.2 DISCUSSION

11.2.1 The Division noted that during 2009 there had been some restructuring within the Air Navigation Bureau and that now the aircraft accident and incident database was under the responsibility of the newly created Integrated Safety Management Section (ISM).

11.2.2 The Observer from EASA suggested that ICAO may wish to set-up as a matter of urgency an ad-hoc working group to up-date the taxonomy of the ADREP system which was now seriously overdue. In this context, the Division noted that one of the priorities of the new Section was to manage and publish a new edition of the ADREP taxonomy in 2010.

11.2.3 Also, in view of the importance accorded by Council the ability of measuring the achievement of the Strategic Objectives of the Organization on safety, the Division adopted the following Recommendation:

Recommendation 11/1**The Division Recommends that:**

As a matter of urgency ICAO should complete its work on the harmonization of the standardized coding systems used in databases required for aircraft safety analyses.

Aircraft accidents and serious incidents (WP/23)**11.3 DOCUMENTATION**

11.3.1 WP/23 informed that ICAO currently endorsed the use of ECCAIRS by Member States to capture accident and incidents data. It was also noted that the coverage of accidents and serious incidents not officially reported to ICAO by the States of occurrence averaged around 32 per cent of total. Consequently, data pertaining to fatal accidents, other accidents and serious incidents were collected from other sources like the media, industry, insurance data etc. Serious incidents data were more difficult to gather from other sources and ICAO was dependent on incident information being reported by the Member States. Incidents data were critical to the safety analysis function and process of ICAO. In order to increase the coverage of notification and reporting of accidents and serious incidents, to facilitate the verification and validation of the ADREP database and improve the safety analysis function, STAP/14 recommended the introduction of a new Air Transport Reporting Form (Form GS) to collect civil aircraft accidents and serious incidents on an annual basis.

11.4 DISCUSSION

11.4.1 The Division noted that the draft reporting form appearing in Appendix C to WP/23 had been developed on the basis of a now outdated ADREP standard. Recognising the importance of the proposed data collection to supplement and validate the safety data reported by States, the Division agreed in principle to adopt the new reporting form subject to a careful review by the Secretariat to ensure it meets current aircraft accident/serious incident reporting requirements. On this basis, the Division adopted the following Recommendation:

Recommendation 11/2**The Division Recommends that:**

- a) ICAO should introduce new Air Transport Reporting Form GS — *Accidents and serious incidents of civil aircraft — Commercial operators* to be submitted by Member States on a yearly basis; and
- b) any new form should be reviewed by ICAO for consistency with the ADREP current standards before it is adopted by the Council.

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Agenda Item 12: Collection, analysis and dissemination*Review of the Current Reporting Status Commercial Air Carriers (WP/24)**Review of the Current Reporting Status: Airports and Air Navigation Service Providers (ANSPs) (WP/25)***12.1 DOCUMENTATION**

12.1.1 WP/24 and 25 covered the reporting status of the statistics collected by ICAO through its Air Transport Reporting Forms for commercial air carriers (A through EF) and those for airport and air navigation service providers (ANSPs) (I through L) respectively. In addition to a description of the individual programme, its major uses and its reporting coverage, both papers also looked at the potential benefits of implementing new reporting processes with the objective of further improving the coverage and utility of these data.

12.2 DISCUSSION

12.2.1 A State suggested that due to the high number of Forms required to be submitted by some States, one way to improve both the completeness and timeliness of the data would be for States to know at the beginning of each year what forms were due and when, as well as the level of confidentiality which would be accorded to the data submitted. In this context, it would also be useful for States to be aware when the forms were received by the Secretariat and finally loaded into the ISDB.

12.2.2 The Division noted that subject to availability resources, such system would be fairly easy to implement as all the requested information formed part of the data kept in the tracking system of the ISDB. It was further noted that the Secretariat was at present evaluating a commercial software which might be suitable for such a task.

12.2.3 A State wished to bring to the attention of the Division a Joint Meeting of the Airports Economics Panel (AEP) and the Air Navigation Economics Panel (ANSEP) scheduled for the following week. Though somewhat late to modify their Agenda, the Secretariat should nevertheless attempt to seek their opinion on the usefulness of these data and the need for confidentiality for the Air Transport Reporting Forms associated with airports (Forms I, I-S and J), and air navigation service providers (Forms K and L), if any.

12.2.4 It was noted that there was a general consensus among the participants on the need to appoint a focal point (or more if necessary) according to subject matter, in the national civil aviation administration of each Member State. Consequently the Division adopted the following recommendation:

Recommendation 12/1**The Division recommends that:**

- a) Member States should name one or more focal contact points for aviation statistics within their national civil aviation administration, and
- b) the list of focal contact points should be made available through the ICAO secure website.

The Quality of Statistical Data (WP/32 – presented by Colombia)**12.3 DOCUMENTATION**

12.3.1 In WP/32, presented by Colombia, it was stated that while ICAO had established a statistical system which was fundamental for the development of civil aviation, there was currently no method available to validate the quality of the data at its origin, namely from airlines and States. One of the major difficulties to be faced during the discussions on cooperative programmes in air transport, were those related to the differences in the figures used to support such proposals. Generally, these differences occurred because of lack of awareness of the validation processes they might have gone through, and the controls used during the transmission or consolidation of the data.

12.4 DISCUSSION

12.4.1 The Secretariat pointed out that internally the Statistics Programme had already a quality process system in place, through notably the validation procedures used to cross check data submitted, as well as through the statistical workshops and on-the-job training sessions that also contributed to the quality assurance measures. In line with some of the proposals made in WP/32, it agreed to explore how for instance, the quality process mechanism instituted by the World Bank with their Member States, could be adapted and implemented for the improvement of civil aviation statistics quality. This was supported by another State's suggestion to link the data validation and quality control issues among the parties concerned, to the proposed coordination mechanism among international organizations regarding civil aviation statistics (STA/10-WP/26).

Recommendation 12/2**The Division recommends that:**

ICAO should consult with selected international organizations and explore how to adapt their quality process mechanism to the needs of ICAO and its Member States.

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Agenda Item 13: Cooperation and coordination with other organizations***Coordination of ICAO's Statistics Programme with those of other Civil Aviation Organizations (WP/26)*****13.1 DOCUMENTATION**

13.1.1 WP/26 reviewed the existing co-ordination between ICAO and aviation industry associations, such as IATA, ACI, CANSO, other international organizations and regional civil aviation bodies, including EUROCONTROL and EASA. It stressed that ICAO coordinated its Statistics Programme with these and other relevant international organizations in the interest of avoiding duplication of effort, on their own part and also for reporting entities. This coordination involved striving for the application of common definitions and harmonizing data formats, also for the benefit of potential users, notably through their participation as Observers in ICAO Statistics Division sessions, Statistics Panel meetings and numerous other occasions. A major obstacle to intensifying this cooperation between the partners would lie in the commercialization of statistical products by all concerned. However, WP/16 quoted Recommendation STAP/14-6⁴, and proposed a course of action for improved coordination.

13.2 DISCUSSION

13.2.1 Several States supported the willingness of the international organizations concerned to improve their networking mechanism among their focal points, through a dedicated webpage on civil aviation statistics. One State reaffirmed that the confidentiality of the data supplied by States to ICAO should be preserved. The Secretariat thereafter assured that the standing rules and procedures for Member States data confidentiality would not be affected by this coordination effort and would not be compromised under any circumstances. IATA supported the proposed networking mechanism, assuring data confidentiality also for their members that would be dealing more with global trends affecting the air transport industry.

13.2.2 Other States, welcoming this initiative, proposed that the national focal points to be established for airports and ANSPs should also have access to that website to be established or at least members of the Statistics Panel. The Secretariat reminded the Division that better coordination among international organizations could only be achieved if membership to this networking group would be limited but that a solution of using panel members should be considered. Perhaps once results, which could be shared with respective members of the Statistics Panel, were achieved, these may be posted on the secure and continuously active website of the STAP14 and future STA panels.

⁴ *Recommendation of the Fourteenth Meeting of the Statistics Panel (STAP/14-6)*. The panel recommended that a permanent group be established through which coordination between ICAO and other international organizations dealing with civil aviation-related statistics would be carried out. ICAO was also to consider the best way to establish this group.

13.2.3 On the basis of these deliberations, the Division adopted the following Recommendation:

Recommendation 13/1

In the spirit of Recommendation STAP/14-6, the Division recommends:

Improving the current coordination mechanism between ICAO and the various organizations concerned, through the establishment of a secure, dedicated webpage as a networking mechanism for focal points of international organizations for civil aviation statistics.

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Agenda Item 14: ICAO Strategic Objectives and associated metrics*Review of the Different Key Performance Indicators (WP/30)***14.1 DOCUMENTATION**

14.1.1 In WP/30, it was stated that in order to monitor the improvements in the working methods of the Organization, Strategic Objectives were defined. These Objectives set out ICAO's priorities for the medium term and provided a global framework for international civil aviation. As part of the ongoing process to improve the effectiveness and efficiency of ICAO, High Level Indicators (HLIs) were established which would be useful to the Council for ascertaining overall progress towards achievement of certain Strategic Objectives of the Organization as well as to better assess the civil aviation environment as it related to the Strategic Objectives. The paper also reviewed the different HLIs built in ICAO as well as some of the Key Performance Indicators (KPIs) used by the air transport industry stakeholders.

14.2 DISCUSSION

14.2.1 Some delegates pointed out that as some other international organizations might have different priorities than the ones set out by ICAO, it was not seen as necessary to harmonize the indicators used by the different air transport industry stakeholders. Other participants suggested that as the Secretariat had clearly indicated the evolving nature and number of the ICAO Strategic Objectives, it would be necessary to update the HLIs accordingly. Hence, taking into account the foregoing views, the Division adopted the following recommendation:

Recommendation 14/1**The Division recommends that:**

The current High Level Indicators (HLIs) used by ICAO to monitor the progress towards achievement of its Strategic Objectives achievement be updated when ICAO adopts new Strategic Objectives.

Agenda Item 15: Other matters and administrative issues regarding the ICAO Statistics Programme***Impact of Reporting of Air Carrier Financial Data on Traffic Forecasts — Other Issues (WP/27)*****15.1 DOCUMENTATION**

15.1.1 WP/27 addressed the manner in which Frequent Flyer Programmes (FFP) and exchange rate differences were accounted for when reporting air carrier financial data as these might have an impact on the analytical and forecasting activities of ICAO by biasing the price elasticity of air travel demand. This paper also pointed out the lack of quantifiable data for ascertaining their true impact on these activities, by ICAO and other organizations. Hence, STAP/14 agreed to invite ICAO and IATA to assess the impact of frequent flyer programmes and exchange rate differences on the analytical and forecasting activities of the various civil aviation stakeholders, through a survey to be sent to a sample of IATA members.

15.2 DISCUSSION

15.2.1 The Division noted that although ICAO had already sent a draft copy of the survey to IATA, the latter had not yet finalised it for circulation among its members. Consequently, the Division adopted the following Recommendation:

Recommendation 15/1**The Division recommends that:**

ICAO and IATA should continue in their effort to assess the impact of frequent flyer programmes and exchange rate differences on the analytical and forecasting activities of the various civil aviation stakeholders.

Added Value of the New Data Collection in Terms of Revenue Generation (WP/28)**15.3 DOCUMENTATION**

15.3.1 WP/28 presented the revenue generating activities of the Organization. It was informed that Recommendation 19 adopted by the STA/9 had addressed the issue of revenue generation through the sale of statistical publications and the provision of information in response to ad-hoc enquiries on statistical data. Following approval of that Recommendation by Council, ICAO started charging third parties for these services. In 2004, ICAO decided to make statistical data available to third parties via the Internet. In 2008 ICAO created a Revenue Generating Activities (RGA) office to manage all revenue generating activities of the Organization. ICAO was continuously looking for new opportunities to generate income from the sale of information available within the Organization. Revenues received from the sale of statistical data were now deposited into its Ancillary Revenue Generation Fund.

15.4 DISCUSSION

15.4.1 The Division noted that for the budget of the next triennium, the Council had decided on a zero nominal growth. This, coupled with the need to pay for more programmes out of the Regular Programme budget, meant that many of the traditional services offered by ICAO to its Member States ran the risk of stoppage, hence the importance of the RGA. Excess revenues generated by this fund could be used to keep some of these activities alive, particularly if they themselves were responsible for generating new income for the Organization.

15.5 CONCLUSION

15.5.1 The Division noted WP/29 and recognized the potential added value the new data collections might bring to the revenue generating activities of the Organization.

Other matters and administrative issues regarding the ICAO statistics programme (WP/29)

15.6 DOCUMENTATION

15.6.1 WP/29 indicated that in Recommendation STA/9-2 of the Ninth Meeting of the Statistics Division, it had been recommended that all the changes be reflected in a new edition of the Statistics Manual which had last been updated in 1994. Mainly due to lack of resources, the Manual was not updated. In view of this, the STAP/14 agreed that an update of the Manual would be a timely measure and would lead to better reporting, thus contributing to increasing the revenues generated by the Organization.

15.7 DISCUSSION

15.7.1 Several States indicated the usefulness of the Statistics Manual for their own work and as reference material for air carrier, airports, and air navigation providers. Some States and reporting entities still made use of the old Manual, published in 1994, which contained mainly outdated material. The Division therefore urged the Secretariat to complete this task as soon as practicable given that in order to incorporate the material adopted by the Division at this meeting, the Secretariat would have to wait and see which Recommendations had been approved by Council. In principle, this implied that the Manual might not become available until 2011.

15.7.2 A State also noted that, though not under the purview of the Statistics Programme, another Manual the Secretariat should consider to keep up-to-date was the one on the Economic Regulation of International Air Transport, which also covered many concepts and definitions which were subject to change. In this context a State suggested that in the text of recommendation to be adopted, the Division might wish to add a sentence to the effect that a new edition of the Statistics Manual should be planned following each Meeting of the Division.

15.7.3 Noting the difficult budgetary situation looming ahead some States also suggested that the Manual should only be developed on a cost recovery basis. The Division noted that because of this, while States would continue to receive this publication free of charge, third parties such as air carriers and airports would have to pay for the new manual. Some States, however, were concerned about the fact that third parties, who actually are delivering the data, must pay for the manual, and mentioned that two other

manuals, such as the Airports and Air Navigation Services Economics manuals are offered free of charge by ICAO.

15.7.4 The Observer from ACI indicated that his organization was in the process of producing two Manuals: one on Best Practices in Statistics and a second one on Best Practices in Forecasting, and they were willing to coordinate the content of these documents with ICAO. The two manual would be offered free of charge as ACI considered that improving the timeliness and quality of the data was a sufficient pay-off as greater monetary benefits could be achieved indirectly through higher sales of ACI informational products.

15.7.5 A State suggested that with regard to the content of the new Manual, the Secretariat should consider including the documentation for the validation processes used by ICAO. This would assist States which were in the process of updating their own database system as well as providing an opportunity to States to validate at source the data they intended to submit to ICAO.

15.7.6 In conclusion, the Division noted the paper and concurred with STAP/14 that a new edition of the Manual would lead to better reporting, thus contributing to the increase of revenues generated by the Organization. In addition, on the basis of the discussion reported above, the Division adopted the following Recommendation:

Recommendation 15/2

The Division recommends that:

- a) as a matter of urgency ICAO should issue a new edition of the Statistics Manual incorporating all the changes to the Statistics Programme, and the related definitions and instructions since 1994, as well as those adopted at STA/10 and approved by the Council; and
- b) ICAO should implement a comprehensive review process of the Statistics Manual after each meeting of the Statistics Division to ensure that it is kept current and relevant.

The need to obtain information on the true origin and destination of traffic (WP/34 presented by Chile)

15.8 DOCUMENTATION

15.8.1 In WP/34, Chile explained that the On-Flight Origin and Destination (OFOD) data did not represent the true origin and destination of traffic as these were only reported up to the first flight connection during a journey, i.e. until that point in a journey where there was a change of flight number. Knowing the true origin and destination would allow users to assess the real magnitude of the various markets, with consequential benefit to States who could produce better forecast and focus their resources.

15.9 DISCUSSION

15.9.1 The proposed change of the data from the current on-flight O-D reporting format used in Reporting Form B to reflect true Origin-Destination (O-D) data found some support. It was noted that some States would have to change their reporting method in order to comply with the reporting format requested by ICAO. However, several other States pointed to the difficulty involved in accurately monitoring and reporting true O-D traffic and announced that their systems could not be modified to collect this type of data. The practice of conducting market research at airport with sample surveys among passengers was stated as proving useful and more economical for studying transit passenger traffic patterns. EUROSTAT were presently looking into this issue of true O-D data for European airports and would report test results by 2011.

15.10 CONCLUSION

15.10.1 In view of the difficulties involved in collecting and reporting true O-D data expressed by a number of States, the Secretariat reminded that the Reporting Form B was presently in place and the majority of States agreed to its continuous utilisation. Perhaps a future Panel meeting in 2012 could look into the feasibility of changing the format to collect true O-D data.

— END —

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