



WORKING PAPER

TENTH SESSION OF THE STATISTICS DIVISION

Montréal, 23 to 27 November 2009

Agenda Item 12: Collection, analysis and dissemination

REVIEW OF THE CURRENT REPORTING STATUS: AIRPORTS AND AIR NAVIGATION SERVICE PROVIDERS (ANSPS)

(Presented by the Secretariat)

SUMMARY

This paper covers statistics collected by ICAO through its air transport reporting forms for airport and air navigation service providers (ANSPs). In addition to a description of the individual programme, its major uses and its reporting coverage, the paper also looks at the potential benefits of implementing new reporting processes with the objective of further improving the coverage and usefulness of these data.

Action by the division is in paragraph 8.

1. INTRODUCTION

1.1 The most recent changes impacting the air transport reporting forms related to airports and ANSPs were effected following STA/9, and were fully implemented in the 2000 edition of the air transport reporting form.

2. AIRPORT TRAFFIC FORM I AND FORM I-S

2.1 Airport traffic statistics are collected on a monthly or quarterly basis¹ through Form I for each of the airports in a Contracting State that is open to international commercial traffic which meet the following criteria:

- a) that the airport has 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) the airport has less than 1 000 international traffic units in a year, whichever is less restrictive.

¹ The Form provides for reporting data for the three consecutive months of each quarter.

2.2 In addition, based on Recommendation 12b) of the Ninth Meeting of the Statistics Division (STA/9), the Secretariat developed a new reporting form, Form I-S, to collect on an annual basis traffic data for all airports in a Contracting State.

2.3 Over the last three years ending in 2007, data filed on Form I represented, on average, about 85 per cent of total scheduled international passenger traffic. In the year 2007 ICAO received traffic data from 400 international airports or group of airports in 89 States and territories. If some of the major non-reporting States in terms of airport traffic² had submitted data through Form I the coverage would have been significantly higher. It must be noted however, that in some cases these annual data extracted from the individual airport's website, are often added later to the ICAO Integrated Statistical Database (ISDB), thus augmenting the representation of the traffic covered. The proposal to extend the collection of airport traffic data to cover those airports with a major domestic traffic component in each Contracting State is to be discussed under Agenda Items 4 (STA-WP/13) and, if accepted, will significantly increase the usefulness of these data.

2.4 Also worthy of note is that, after the introduction of Form I-S aimed at collecting, on an annual basis, total airport traffic data from each ICAO Member State, the Secretariat encountered some technical difficulties in entering these data into the ISDB. These difficulties were overcome earlier this year when an upgrade of the ISDB was implemented.

3. AIRPORT FINANCIAL DATA – FORM J

3.1 Form J is used to collect on an annual basis statistics on the income, expenses and investments of the principal international airports of Contracting States. This is the only known public data collection that compiles airport financial information in a standardized format and it is particularly valuable for studies on the financial situation of airports. Nevertheless, as for traffic, one major problem with this data collection is that some major airports or airport groups do not report.

3.2 As stated in the *Report of the Ninth Session of the Statistics* (Doc 9703), one reason for the low response rate for this Form could be that despite the withdrawal of the formal opposition by ACI to the collection of airport financial data on a standardised basis, ACI still disagreed with this term of data collection, and left it to the discretion of individual airports whether or not to provide financial data to ICAO. At that time, there was hope that the softening of the ACI attitude would help to increase the participation in Form J, thus reducing the need to have an additional questionnaire sent out by ICAO to collect these data for the reports on the economic situation of airports.

3.3 Although the situation has been improving, data collected through Form J continued to be complemented with an *ad hoc* data collection through a questionnaire sent out every other year to meet the data requirement of the biannual survey on the economics of airports and air navigation service providers (ANSPs) conducted by ICAO. In the year 2007 ICAO received financial data from 191 international airports or groups of airports in 70 States and territories. Over the three years ending in 2007, data filed on Form J represented, on average, 54 per cent of scheduled international passenger traffic.

² For example the United States. The US DoT does not collect airport traffic data as such, and airport data reported through DoT Form 41 only covers traffic for US air carriers.

4. EN-ROUTE FACILITY FINANCIAL DATA - FORM K

4.1 Revenues, expenses and investments of Organizations responsible for providing en-route facility services are recorded annually on Form K. In the year 2007 ICAO received financial data from 89 Air Navigation Service Providers (ANSPs) in 50 States and territories. Over the last three years ending in 2007 data filed on this Form represented, on estimated average, around 70 per cent of global traffic measured in terms of number of departures. With the trend to implement administratively and financially autonomous ANSPs in Contracting States, it is expected that the coverage of data and number of ANSPs providing Form K will increase. This is the only public data collection that compiles financial information in a standardized format and it is very valuable for studies on the financial situation of ANSPs.

5. EN-ROUTE FACILITY TRAFFIC STATISTICS - FORM L

5.1 Form L is used to collect, on an annual basis, the number of flights moving through a flight information region/upper flight information region (FIR/UIR) for which flight plans have been filed with the area control or flight information. In the year 2007 ICAO received financial data from 71 ANSPs in 48 States and territories. Over the last three years ending in 2007, data filed on this Form represented an estimated average of about 65 per cent of global traffic measured in terms of number of departures. The future of the FIR/UIR traffic data collection and the proposal for the establishment of a global database on aircraft movements are to be discussed under Agenda Item 7 (STA/10-WP/17).

6. KNOWN USES OF COLLECTION

6.1 Despite the fact that the airport and ANSPs traffic and financial data collections are less representative than those for air carriers, these data have proven their usefulness for studies on airports and ANSPs economics. The ICAO Reporting Forms are also useful for States as they provide a framework that helps many of them to develop their data collection and accounting systems. Moreover, the data in these Forms assist ICAO in the biannual study of financial, traffic and employment data of airports and ANSPs.

7. COVERAGE AND REPORTING PROCESS

7.1 The coverage of the reporting forms pertaining to airport and ANSP activity could be higher. Steps are being taken by the Secretariat to improve the coverage of these airport and ANSP forms by strengthening the reminder mechanism in the ISDB system³ so as to encourage more participation from Contracting States.

7.2 As mentioned above, every second year, ICAO sends out a survey to complement the data collected through the regular statistics programme through reporting Forms I to L. In an effort to minimize the data reporting requirements of States, reduce their administrative burden and standardize the data collection within the Air Transport Programme, it is suggested that the questionnaire which is sent out by ICAO every two years to collect data on airports and ANSPs be integrated with the Air Transport Reporting Forms pertaining to the same entities, more specifically Forms I to L. This integration is to be discussed under Agenda Items 5 and 6 (STA/10-WP/16)

³ A third phase in the upgrade of the ISDB is planned for 2010 (see IP/1)

7.3 *Recommendations of the Fourteenth Meeting of the Statistics Panel (STAP/14-11)*. In order to improve the reporting and overall coverage of statistical data for airports and ANSPs, the Panel recommended that each national civil aviation administration establish of a focal point within their organization for this purpose. It also recommended that a list of focal points be made available through the ICAO Secure website with a view to facilitating data collection and the sharing of efforts by Contracting States.

8. ACTION BY THE D

8.1 The Division is invited to:

- a) review the airport and ANSPs statistics programmes and offer views on their future and possible means of enhancing their usefulness;
- b) recommend the establishment of a focal contact point for airports and ANSPs in the national civil aviation administration of each Contracting State with the purpose of improving the reporting of statistical data for these entities; and
- c) recommend that the list of these focal points be made available by ICAO through its Secure website with a view to facilitating data collection and the sharing of efforts by Contracting States.

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