



STA/10-WP/36
24/11/09

TENTH SESSION OF THE STATISTICS DIVISION (STA/10)

Montréal, 23 to 27 November 2009

DRAFT REPORT ON AGENDA ITEM 2

The Plenary, on 25 November 2009, approved the draft report on Agenda Item 2.

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 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 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 into 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 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/7 reviewed various methods of identifying LCCs, as well as the issues associated with them, such as a trade-off between the limitation of data on this category of carriers and the application of an element of subjective judgement to determine the categorisation. 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 LCC 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 an analytical and forecasting purpose.

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 as well as privately owned 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 present. The Observer from ACI pointed out that for their 150 airports, data were received within 25th day of the close of the preceding month and there was no reason why such a 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 *Air Transport Reporting Form A - Air Carrier Traffic - Commercial air carriers* should be amended to read as follows:

Member States will endeavour to file Form A on a monthly basis within one month of the end of the reporting month 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 month to which it refers.

— END —