



STA/10-WP/41
25/11/09

TENTH SESSION OF THE STATISTICS DIVISION (STA/10)

Montréal, 23 to 27 November 2009

DRAFT REPORT ON AGENDA ITEM 8

The Plenary, on 26 November 2009, approved the draft report on Agenda Item 8.

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 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 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.

8.2.2 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) eliminate 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);
 - 2) limit the statistics to be reported to those civil aircraft on the national register holding a valid certificate of airworthiness as at 31 December of the year being reported on; and

- 3) exclude from the statistics reported in Form H all registered vehicles lighter than air, experimental aircraft, home built aircraft, 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
