WORKING PAPER

ELEVENTH SESSION OF THE STATISTICS DIVISION

Virtual, 4 to 8 April 2022

Agenda Item 1: ICAO Air Transport Reporting Forms

AIR TRANSPORT REPORTING FORMS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This working paper presents the recommendations of the Third Meeting of the Aviation Data and Analysis Panel (ADAP/3) on the collection of new and/or additional aviation data ICAO Air Transport Report Forms and surveys. The recommendations are related to the collection of fuel consumption data through Form M; the collection of data on cybersecurity incidents; the survey on the licensed aviation personnel by gender; and the statistical definition of non-scheduled all-cargo traffic. Follow up work by the Secretariat on this aspect is also reported in the paper.

Action by the Division is presented in paragraph 6.

References:	A40-WP/19-EC/5, ICAO Statistics Programme and Big Data Analytics *Report of the Third Meeting of the Aviation Data and Analysis Panel* (ADAP/3, Yellow Cover)

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1.   **INTRODUCTION**

1.1   At the Third Meeting of the Aviation Data and Analysis Panel (ADAP/3) held in June 2021, several recommendations were made on the collection of new and/or additional data through the ICAO Statistics Programme including the Air Transport Reporting Forms and surveys. The recommendations are related to a) the collection of fuel consumption data through ICAO Air Transport Reporting Form M; b) the collection of data on cybersecurity incidents; c) the survey on the licensed aviation personnel by gender; and d) the statistical definition of non-scheduled all-cargo traffic.

2.   **COLLECTION OF FUEL CONSUMPTION DATA**

2.1   Member States currently report fuel consumption with traffic through ICAO Air Transport Reporting Form M - *Fuel Consumption and Traffic*, however, this Form can no longer meet the needs of the various ICAO activities. In addition, the reporting level of Form M has been low compared to other

forms. The Secretariat proposed to ADAP/3 to discontinue Form M and include a fuel consumption component to Form C – Traffic by Flight Stage (TFS), which was not agreed by the Panel.

2.2   The Panel recommended the Secretariat to continue the collection of fuel consumption data under Form M and refine the Form to increase its reporting compliance. Moreover, the Secretariat should coordinate with the Committee on Aviation Environmental Protection (CAEP) and explore the possibility of integrating the data collection through Form M with other related activities (Recommendations ADAP/3.4 refer).

3.   COLLECTION OF CYBERSECURITY INCIDENTS DATA

3.1   In order to implement Assembly Resolutions in the field of cyber security, the ICAO Secretariat Study Group on Cybersecurity (SSGC) was established in August 2017. The SSGC is organized as a plenary group supported by the Research Sub-Group on Legal Aspects (RSGLEG) whose scope includes a) categorize or analyze the cyber threats and vulnerabilities to civil aviation and associated risks identified by ICAO expert groups in order to establish to what extent the current legal international framework covers them; and b) establish a common understanding and terminology of the cyber security language, including on aspects such as "cybersecurity as it relates to aviation", "computers", "unauthorized access", "vulnerabilities", "threats" and "weapons".

3.2   Following the recommendation of ADAP/3 that the Secretariat continue to collaborate with the SSGC (Recommendations ADAP/3.4 refers), the Secretary of ADAP will be coordinating with the Secretary of the newly-created Cybersecurity Panel (which takes over from the SSGC) to explore the feasibility of the possible collection of cyber-security incidents.

4.   LICENSED AVIATION PERSONNEL DATA BY GENDER

4.1   In 2017, the Secretariat conducted a survey through State letter EC 7/27 – 17/64 on the future requirements for civil aviation licensed personnel and training capacity. The survey form is presented in the Appendix. The results of the survey were used, inter alia, to estimate the future requirements for licensed personnel on active duty and the training capacity by region, which form the basis for human resources planning, institutional capacity building and related funding and policy measures. The States which responded to the survey represented around 70 per cent of the global traffic in terms of Revenue Tonnes-Kilometres.

4.2   In order to minimize the burden of reporting of States and considering the good level of reporting received through this first survey, it was proposed to keep the collection of licensed aviation personnel data through a survey instead of creating a new Air Transport Reporting Form. The survey will be conducted once every two years to monitor the evolution of the personnel by gender, and the results will be used to support the ICAO Gender Equality Programme and Next Generation of Aviation Professionals (NGAP) programme and published on the ICAO public website. The results will be also be used to assess the impact of the COVID-19 pandemic on aviation workforce by region.

4.3   The Panel agreed to continue the collection of licensed personnel data by gender through a survey, noting that the training data may come from a separate entity other than the Civil Aviation Authority that may not be readily available in some States. The State letter along with survey form was sent to Member States (SL 2022/25 refers).

5.   **STATISTICAL DEFINITION OF THE NON-SCHEDULED
        ALL-CARGO TRAFFIC**

5.1   At ADAP/3, a concern was raised by the International Air Transport Association (IATA) on the current insufficiency of the statistical definition of non-scheduled all-cargo traffic, which may lead to industry measurement distortions and inconsistencies, and thus requires clarification.

5.2   Considering the implications on regulations, air services agreements, and SARPs, which may refer to the definitions used under the ICAO Statistics Programme, the Panel suggested that further analysis should be conducted to better understand the impacts of clarifying the statistical definition of non-scheduled all-cargo traffic. The Panel emphasized that the statistical and regulatory definitions of non-scheduled all cargo flights should be as close as possible, and that practical implications of the modification to statistical definition should be considered.

5.3   The Secretariat has held a series of meetings with IATA and States to carry out this task as requested by the panel. The proposal to modify the statistical definition of the non-scheduled all cargo traffic and the practical implications of the proposed modifications are presented in STA/11-WP/9.

6.   **ACTION BY THE DIVISION**

6.1   The Division is invited to:

        a) note the recommendations of the ADAP/3 and the Secretariat's follow-up work on the collection of new and/or additional data through ICAO Air Transport Reporting Forms and surveys;

        b) provide advice on improving the reporting of fuel consumption through Form M by Member States; and

        c) encourage Member States to report the results of their licensed personnel by gender as requested by SL 2022/25.

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APPENDIX

ATTACHMENT to State letter EC 7/27 - 22/25

SURVEY ON LICENSED AVIATION PERSONNEL AND TRAINING CAPACITY[1]

STATE: **EMAIL:**
CONTACT PERSON: **TEL:**

I. LICENSED PERSONNEL REQUIREMENTS

Category of personnel[2]		Average age	Active on duty in 2021		
			Total	Number of men	Number of women
Personnel holding licenses/ratings issued by the reporting State or holding equivalent qualifications	Airline transport pilot license (Captains and First Officers employed by airlines registered in the reporting State)				
	Commercial pilot license (employed by an airline registered in the reporting State)				
	Airline transport pilot license (not employed)				
	Commercial pilot license (not employed)				
	Flight Instructors Rating for the levels of PPL-CPL-IR-MPL				
	Type Rating Instructor/Examiner				
	Licensed aircraft maintenance engineers/technicians				
	Air Traffic Controllers				
Personnel holding validated licenses issued by another State	Airline transport pilot license (Captains and First Officers employed by airlines registered in the reporting State)				
	Airline transport pilot license (Co-pilots)				
	Flight Instructors Rating for the levels of PPL-CPL-IR-MPL				
	Licensed aircraft maintenance engineers/technicians				
	Air Traffic Controllers				

II. TRAINING CAPACITY

Training Types in Approved Training Courses	Number of Training Organizations	Total training capacity (number of students/year)	2021		
			Number of students		
			Total	Number of men	Number of women
Multi-Crew Pilot License					
Commercial Pilot License					
Licensed aircraft maintenance engineers/technicians					
Air Traffic Controllers					

ABBREVIATIONS: ATPL - Air Transport Pilots Licence, CPL - Commercial Pilot Licence, IR - Instrument Rating, MPL - Multi-crew Pilot Licence, PPL - Private Pilot Licence

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[1] This form is downloadable in Excel format at the following link for electronic submission:
https://www.icao.int/sustainability/Documents/Survey%20on%20licensed%20aviation%20personnel.xlsx

[2] Unless otherwise noted, the State should report Personnel employed by commercial air transport operators, civil aviation authority, air navigation services providers, maintenance and repair organizations, and training organizations in the reporting State.