WORKING PAPER

TENTH SESSION OF THE STATISTICS DIVISION

Montréal, 23 to 27 November 2009

AGENDA

(Presented by the Secretariat)

The following explanatory notes have been prepared by the Secretariat to provide a brief outline of the nature and scope of the agenda items and where possible, to give an indication of the type of action that the meeting may be expected to take. The Division will consider:

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 Contracting 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 IS.

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 Contracting 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)[1], 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

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[1] *Published by Bureau Veritas (France), the Civil Aviation Authority - CAA (United Kingdom) and the Ente Nazionale per l'Aviazione Civile – ENAC (Italy). The data published by IRCA are available at http://www.aviation-register.com/english/. ICAO Contracting States can request free access to this website by contacting Bureau Veritas.*

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 Contracting 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 HighLevel 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.

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