



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group**

**Fifteenth Meeting (MIDANPIRG/15)
(Bahrain, 8 – 11 June 2015)**

Agenda Item 5.1: Air Navigation Strategy and Planning

MID REGION AVIATION STATISTICS AND FORECASTS

(Presented by the Secretariat)

SUMMARY

This paper presents the outcome of the MSG/4 meeting related to MID Region Aviation Statistics and Forecasts, including the state of air transport in the MID Region and the outcome of the ICAO Aviation Data Analyses Seminar (Cairo, Egypt, 27 - 29 October 2014).

Action by the meeting is at paragraph 6.

REFERENCES

- DGCA-MID/3 Report
- MSG/4 Report
- Report of the Fourth Meeting of the MIDANPIRG Traffic Forecasting Sub-Group
- Summary of Discussion of the ICAO Aviation Data Analyses Seminar

1. INTRODUCTION

1.1 The development of forecasts for major traffic flows from, to and within the MID Region that also includes Peak Period analysis and other planning analyses is necessary to support regional air navigation planning and implementation processes.

2. STATE OF AIR TRANSPORT IN THE MID REGION

2.1 Air carriers of the MID Region (the 15 Member States to which the MID Office is accredited) recorded the highest annual growth of 10.6 per cent in terms of Revenue Passenger-Kilometers (RPK) on total (i.e. domestic and international services combined) scheduled services in 2014, compared to 11.2 per cent growth in 2013. This robust growth was supported by the expansion of air carriers such as Emirates (+9.4%), Qatar Airways (+15.0%) and Etihad Airways (+23.7%), as well as the Low Cost Carriers (LCCs) Air Arabia (+11.3%) and flydubai (+9.3%). Those air carriers expanded their network and benefited from their excellent geographical position to link different cities with only one stop in their respective hubs. However, the growth was not homogeneous in the region as for instance Egypt Air, Royal Jordanian and Iran Air showed a decrease of -3.5%, -3.7% and -3.7%, respectively. Airlines of

the United Arab Emirates, Qatar and Saudi Arabia account for 84.5 per cent of the total passenger traffic of airlines of the MID Region.

2.2 The airlines of the MID Region showed a stable growth in 2013 and in 2014 in terms of aircraft departures. The total number of scheduled commercial departures in 2014 grew at a pace of 6.1 per cent to reach about 1.3 million departures, compared to a growth rate of 5.8 per cent recorded in 2013.

2.3 International traffic on scheduled services of air carriers in the MID Region represents 94.7 per cent of the Region's total RPK and recorded 10.8 per cent annual growth in 2014. The average passenger load factor increased in 2014. It reached 76.9% compared to 76.6% in 2013. However, it is still below the world average (79.7%).

2.4 The States with a consequent domestic market are Saudi Arabia and the Islamic Republic of Iran. The domestic market of Saudi Arabia recorded an annual growth of 16.8 per cent and the domestic market of the Islamic Republic of Iran declined by 3.0 per cent.

2.5 Cargo traffic performed by MID carriers recorded the highest annual growth of 12.6 per cent in 2014 in terms of freight tonne-kilometers (FTK), compared to 12.3 per cent in 2013. Air freight markets performed by MID carriers are almost exclusively international and the United Arab Emirates and Qatar, both accounting for 86.4 per cent of the total freight traffic, recorded annual growths of 10.9 per cent and 20.8 per cent, respectively, on total scheduled services.

3. OUTCOME OF THE FOURTH MEETING OF THE MIDANDPIRG TRAFFIC FORECASTING SUB-GROUP

3.1 The Fourth meeting of the MIDANPIRG Traffic Forecasting Sub Group was held in Cairo, Egypt, 15-17 November 2011. The meeting was presented with a set of updated forecasts for international passenger and aircraft movement traffic to, from and within the MID Region up to the year 2030. According to these forecasts, the passenger traffic to, from and within the MID Region on the five major route groups concerned for the period 2010-2030 is expected to increase at an average annual rate of 9.1 per cent. The Middle East-Africa Route Group is expected to experience the highest average annual growth rate of 10.4 per cent per annum, followed by Intra Middle East, Asia/Pacific-Middle East, North America-Middle East and Europe-Middle East Route Groups with growth rates of 10.3 per cent, 9.2 per cent, 8.8 per cent and 7.3 per cent respectively for the period concerned. The total aircraft movements to, from and within the Middle East Region are estimated to increase from some 976400 in 2010 to slightly above 5204000 in 2030 at an average annual growth rate of 8.7 per cent over the same period.

4. CUSTOMIZED SETS OF FORECASTS TO BE PRODUCED FOR THE TFGs

4.1 The MSG/4 meeting noted that in accordance with the outcome of the First Meeting of the Aviation Data and Analysis Panel (ADAP/1), held in Montréal from 14 to 17 April 2014, regarding the development of an ICAO single-set of long-term forecasts, and the impact on the customized sets to be produced for the Planning and Implementation Regional Groups, it is proposed to have one meeting every three years gathering all the TFGs/Regions during one week at the ICAO Head Quarters (HQ). In this respect, it is planned that this meeting be organized in ICAO HQ during the first half of 2016, for the development of the customized and/or more detailed forecasts consistent with the single set of forecasts to be developed by the Multi-disciplinary Working Group on Long-term Traffic Forecasts (MDWG-LTF).

5. ICAO AVIATION DATA ANALYSES SEMINAR

5.1 The ICAO Aviation Data Analyses Seminar has been successfully held in Cairo, Egypt, from 27 to 29 October 2014. 38 participants from 5 States (Bahrain, Egypt, Oman, Qatar and Saudi Arabia) were in attendance. The event was gratefully hosted by the Egyptian Ministry of Civil Aviation. The Summary of Discussions of the Seminar is at **Appendix A**.

5.2 The MSG/4 and DGCA-MID/3 meetings were apprised of the outcome of the ICAO Aviation Data Analyses Seminar. The main objectives of the Seminar were to focus on ways and means to improve the quality and quantity of statistic data sent to ICAO and the Civil Aviation Authorities, taking into consideration the Recommendations of the Tenth Session of the Statistics Division (STA/10) and the results of the First Meeting of the Aviation Data and Analyses Panel (ADAP/1). It was noted that as part of the Recommendations of the Seminar, States and ICAO were requested to continue to cooperate closely to overcome the difficulties related to the low level of reporting statistic data to ICAO in order to improve the coverage and quality of reporting on ICAO Air Transport Reporting Forms. The MSG/4 and DGCA-MID/3 meetings supported also the recommendation regarding the need for another Seminar to be organized by ICAO in 2016 to further enhance the technical knowledge of States and address other subjects of relevance, which due to time constraints, have not been addressed in detail during the Seminar of 2014. Accordingly, the MSG/4 meeting agreed to the following Draft Conclusion:

Why	To improve the quality and quantity of statistic data sent to ICAO and the Civil Aviation Authorities and further enhance the technical knowledge of States in the field of Aviation Statistics and Forecasts
What	- State Letter - Seminar
Who	ICAO
When	December 2016

DRAFT CONCLUSION 4/I: AVIATION STATISTICS AND TRAFFIC FORECASTS

That,

- a) *States be urged to:*
 - i. *nominate Focal Points for aviation statistics;*
 - ii. *provide the statistics required by ICAO in a timely manner and to the extent possible in an electronic format*
- b) *ICAO organise a Second Aviation Data Analyses Seminar in 2016 to keep the momentum and further enhance the technical knowledge of States.*

5.3 Based on the above, the DGCA-MID/3 meeting encouraged States and all Organizations, in particular ACAC and GCC, to participate actively in the 2016 Seminar. The meeting encouraged also States to host this Seminar and coordinate accordingly with the ICAO MID Regional Office in a timely manner.

6. ACTION BY THE MEETING

6.1 The meeting is invited to:

- a) take into consideration the MID Region Aviation Statistics and Forecasts in the regional air navigation planning and implementation processes; and
- b) endorse the Draft Conclusion in para. 5.2.



International Civil Aviation Organization

ICAO Aviation Data Analyses Seminar

(Cairo, Egypt, 27 - 29 October 2014)



SUMMARY OF DISCUSSIONS

1. INTRODUCTION

1.1 The ICAO Aviation Data Analyses Seminar has been successfully held in Cairo, Egypt, from 27 to 29 October 2014. 38 participants from 5 States (Bahrain, Egypt, Oman, Qatar and Saudi Arabia) were in attendance. The list of participants is attached. The event was gratefully hosted by the Egyptian Ministry of Civil Aviation. It was moderated by Mr. Jerome Simon, Infrastructure Manager and Mr. Cyrille Martin, Air Transport Economist, from ATB/EAP, ICAO HQ and supported by Mr. Mohamed Smaoui, Deputy Regional Director, ICAO MID Regional Office.

1.2 The agenda was developed around the main following topics:

1. ICAO Statistics Programme
2. ICAO activities in the field of forecasting
3. Economic incentives for ASBUs including Cost-Benefit Analyses.

1.3 A copy of the detailed Agenda/Work Programme is at **Appendix A**. The Summary of Discussions with all its attachments is available at: <http://www.icao.int/mid/Pages/default.aspx>.

1.4 The main objectives of the Seminar were to focus on ways to improve the quality and quantity of data sent to ICAO and the Civil Aviation Authorities. In this regard, detailed training were provided on the revised ICAO Statistics Programme, which is based on the Recommendations of the Tenth Session of the Statistics Division (STA/10) as well as the results of the First Meeting of the Aviation Data and Analyses Panel (ADAP/1).

2. SUMMARY

2.1 The Seminar provided a training for States on the ICAO Statistics Programme based on the *Reference Manual on the ICAO Statistics Programme* (Doc 9060). All Statistical forms collected by ICAO were presented and detailed explanations were provided.

2.2 The ADAP/1 Recommendations and 38th Assembly Resolutions related to Aviation Data/Statistics and to forecasting, planning and economic analyses were reviewed and re-iterated.

2.3 Practical hand-on exercises on Air Traffic Reporting Forms have been conducted.

2.4 The work of the Multi-disciplinary Working Group on Long-term Traffic Forecasts (MDWG-LTF) for the development of a single set of long-term traffic forecasts has been presented.

2.5 The work of the Multi-Disciplinary Working Group on economic challenges linked to the Aviation System Block Upgrade implementations (MDWG-ASBUs) has been presented.

3. CONCLUSIONS

3.1 States and ICAO should continue to cooperate closely to overcome the difficulties related to the low level of reporting statistic data to ICAO in order to improve the coverage and quality of reporting on ICAO Air Transport Reporting Forms.

3.2 States have been requested to adhere strictly to ICAO reporting instructions and to make use of the appropriate Air Transport Reporting Forms as well as associated electronic tools when reporting data to ICAO.

3.3 States have been urged to nominate focal points for aviation statistics, and to make every effort to provide the statistics required by ICAO in a timely manner and electronically, whenever possible.

3.4 States have been encouraged to support the ICAO Statistics Programme by providing feedback and sharing relevant knowledge and experience.

3.5 There was broad support for the added-value of the Seminar. However, due to the importance of the ICAO Statistics Programme and the complexity of the technical aspects, there was a consensus that the Programme of the Seminar is too busy to be finished in three days. Accordingly, it has been suggested that another Seminar be organized by ICAO within a two year time-frame to keep the momentum, further enhance the technical knowledge of States and address other subjects of relevance, which due to time constraints, have not been addressed in detail during this Seminar.

3.6 ICAO should continue to organize on a regular basis, ICAO Statistics Programme training for Member States in support to the ICAO Strategic Objectives.

4. CLOSING

4.1 During the closing ceremony, the participants expressed their gratitude and appreciation to the Egyptian Ministry of Civil Aviation for the warm welcome, the excellent arrangements made towards successful conduct of the Seminar and outstanding hospitality. Thanks were also conveyed to the ICAOMID Regional Office for the organization of the Seminar, good preparation and coordination; and to the Moderators for their support and professionalism.

**ICAO Aviation Data Analysis Seminar
Middle East (MID) Regional Office
27 - 29 October 2014**



*Economic Analysis and Policy Section (EAP)
Air Transport Bureau (ATB)*

Proposed Agenda

Day 1 - Monday 27 October

08:30 – 08:45 Opening session

08:45 – 09:15 Main goals of the ICAO Statistics Programme (what for?)

- A Programme aimed at benefiting the civil aviation community by working together.
- An essential tool for managing civil aviation activities
- Principles governing international statistical activities and useful resources

09:15– 09:45 The ICAO Statistics Programme, a useful tool

- ICAO Statistics Programme – Introduction
- Manual on the ICAO Statistics Programme

09:45 – 10:15 The ICAO Statistical Data Base (ISDB) and ICAODATA+ presentation

10:15 – 10:45 Coffee break

10:45 – 11:30 Introduction to air transport statistics

11:30 – 12:00 Statistics related to air carriers (Forms A, B, C, D, EF, M)

12:00 – 12:30 Air Transport Reporting forms for air carrier traffic (relationships between forms)

12:30 – 13:00 Air carrier traffic, fleet and fuel consumption (Forms A, B, C, D, M): exercises

13:00 – 13:30 Coffee break

13:30 – 15:00 Air carrier traffic, fleet and fuel consumption (Forms A, B, C, D, M): exercises

Day 2 - Tuesday 28 October

8:30 – 10:15 **Air carrier traffic, fleet and fuel consumption (Forms A, B, C, D, M): exercises**

10:15 – 10:45 Coffee break

10:45 – 11:00 **Air carrier financial data (Form EF): presentation**

11:00 – 11:30 **Air carrier financial data (Form EF): exercises**

11:30 – 11:45 **Quarterly survey on financial parameters of air carriers**

11:45 – 12:00 **Airport traffic (Form I): presentation**

12:00 – 12:45 **Airport traffic (Form I): exercises part I**

12:45 – 13:15 Coffee break

13:15 – 13:45 **Airport traffic (Form I): exercises - part II**

13:45 – 14:30 **Intelligent forms presentation**

14:30 – 15:00 **Air navigation services financial data – Form K**

- Content, instructions, data-entry, data verification and validation, e-mailing, storing, further use.
- *Manual on Air Navigation Services Economics* (Doc 9161).

Day 3 - Wednesday 29 October

08:30 – 09:00 **Commercial air carrier and airport traffic by State - Form A-S and I-S**

- Content, instructions, data-entry, data verification and validation, e-mailing, storing, further use.

09:00 – 09:15 **Role of contacts in States and reporting procedures**

09:15 – 10:15 **ICAODATA+, data extraction and analysis**

10:15 – 10:45 Coffee break

10:45 – 11:15 **ICAO activities in the field of forecasting**

11:15 – 12:30 **Methodology for forecasting air traffic**

12:30 – 12:45 **Presentation of e-learning courses (statistics, forecasting, ...)**

12:45 – 13:15 Coffee break

13:15 – 14:15 **Economic incentives for ASBUs including Cost-Benefit Analyses**

14:15 – 14:30 **Feedback form**

14:30 – 14:45 **Final questions/discussions**

14:45 – 15:00 **Closing session**

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