



STA/10-WP/38  
24/11/09

**TENTH SESSION OF THE STATISTICS DIVISION (STA/10)**

**Montréal, 23 to 27 November 2009**

**DRAFT REPORT ON AGENDA ITEM 4**

The Plenary, on 25 November 2009, approved the draft report on Agenda Item 4.

## **Agenda Item 4: Airport traffic data**

### **Review of Airport Traffic Data (WP/13)**

#### **4.1 DOCUMENTATION**

4.1.1 WP/13 explained that since 1960, ICAO had been collecting airport traffic data for the major international airports in each Contracting State. In order to assess the development of the air transport system as a whole, STAP/14 had recommended additional selection criteria to extend this data collection to cover all airports with a large domestic traffic component. Additionally, because of differences with Airports Council International (ACI) in the definition for commercial air transport with respect to air taxis, STAP/14, recommended that consideration be given to identifying their operations (in terms of aircraft movements only) so that ICAO and its Member States could compare the individual airport traffic data reported to the two organizations. Finally, the paper suggested that the Division recommend the collection of scheduled and non-scheduled airport origin and destination (O-D) traffic data for the reporting airport.

#### **4.2 DISCUSSION**

4.2.1 The Division noted that if some States were unable to submit individual airport traffic data for some of their domestic airports, they nevertheless could submit the total combine airport traffic data for all airports in their States through the annual reporting Form I-S.

4.2.2 The Division also noted that with regard to air taxis and commercial business operations the intention had always been to limit these data to aircraft movements, since most States did not keep track of the number of passengers or freight carried by these flights. Also, in order not to overburden States, the explicit identification of the number of aircraft movements by general aviation and commercial business operations would only be shown in the annual airport traffic reporting form I-S.

4.2.3 Upon the proposal of one State it was suggested that those which were able to split domestic flights into scheduled and non-scheduled operations could do so. However, for the purposes of Forms I and I-S, airport traffic, this item will be retained in its aggregated form as at present.

4.2.4 The Division noted that, should the proposal to collect O-D traffic for airports be approved, the Secretariat would have to create a new Air Transport Reporting Form with the relevant reporting instructions and definitions.

4.2.5 On the basis of the clarifications provided above, the Division adopted the following recommendation:

#### **Recommendation 4/1**

##### **The Division Recommends that:**

With respect to *Air Transport Reporting Form I — Airport traffic*, ICAO should:

- a) extend the collection of airport data to domestic traffic by establishing the threshold limit for the traffic to be considered at 80 per cent of the total commercial traffic units, as shown in Appendix A to this report;
- b) modify the definitions of non-scheduled operations by explicitly identifying air taxis (and commercial business flights), and including pleasure flying under the definition of other aircraft;
- c) consider identifying the movements data for air taxis (and commercial business flight) which are reported under non-scheduled operations, as shown in Appendix B to this report; and
- d) collect international scheduled and non-scheduled origin and destination (O-D) traffic data for the reporting airport. However, if such data were not widely available, ICAO should consider collecting traffic data for all non-stop flight stages arriving and departing to/from the reporting airport.

### **Collection and Compilation of Civil Aviation Statistics — India Context (WP/33 Presented by India)**

#### **Data Requirements for Forecasting Activities (WP/14)**

#### **Collection of Data on Airport and Airspace Capacity, Investment and Funding (WP/15)**

### **4.3 DOCUMENTATION**

4.3.1 In WP/33 India stated that ICAO had prescribed various forms to collect data pertaining to civil aviation. The paper attempted to give details of the civil aviation related data collected and maintained in India, their sources and dissemination and that data so collected were used by the Ministry in planning and policymaking. These data were also used by other related departments and researchers. The paper furthermore discussed the various gaps in the data being collected. Some of these gaps were based on the requirements of other secretariat in ministries/departments.

4.3.2 WP/14 presented the restructuring of ICAO forecasting activities, discussed the related data requirements and identified their potential sources. The paper also focused on requirements for air traffic and fleet forecasts. Requirements for the forecasting of licensed personnel, airport capacity, airspace capacity and funding were covered by other working papers presented to the Division.

4.3.3 In WP/15 it was suggested that continuous air traffic growth was leading to capacity constraints at airports and in the airspace in several regions of the world. Such constraints might be physical, technical, operational, financial, regulatory, political, etc. Timely identification of constraints supports effective and efficient planning and could help achieve safety, efficiency and environmental goals. In some cases, these constraints might inevitably make it necessary to take them into consideration in forecasting and planning. The collection of data on future investments planned by airports and air navigation service providers might shed some light on the extent to which these constraints were being

addressed. The purpose of this paper was to review the various possible constraints to air traffic growth and to propose ways in which adequate information could be collected.

#### 4.4 DISCUSSION

4.4.1 The Division discussed the above-listed working papers jointly.

4.4.2 Some participants sought clarifications on the criteria to be used for the selection of airports that would be requested to report data on capacity constraints and whether consideration would be given to the impact of the existence of non-constrained airports in the vicinity of airports deemed to be congested. It was highlighted that the selection criteria would be left to the States concerned and that the consideration of traffic diversion from congested airports to non-congested airports in their vicinity was not considered in the proposed questionnaire which had been limited to the supply side (capacity) and did not cover the demand side (traffic). The Division noted that traffic diversion was particularly relevant to forecasting and that while it was not currently considered by the forecast methodology used by ICAO, this could be considered when further improvements were planned. The Division also noted that this data collection was motivated by the increasing pressure/demands/requirements to include constraints in the forecasts.

4.4.3 The Division also discussed the proposals made in WP/33 and in particular the request for the classification of cargo by the type of goods carried. It was concluded that this classification would not be possible since civil aviation administrations were not collecting these data. However, if needed, this type might be available from other national entities such as customs or commerce departments.

4.4.4 With regard to the draft questionnaire shown in Appendix C, the Division noted that ACI had been unable to circulate it to a sample of its members during the summer months because it could have conflicted with some other surveys which they were conducting at that time. Nevertheless, the Observer from ACI, confirmed the willingness of his association to assist ICAO with such a survey in the future with. The Division also noted that such a questionnaire would be sent out on an ad-hoc basis, as these data were not required on a regular, annual basis.

#### 4.5 CONCLUSION

4.5.1 The Division agreed in principle to with the proposed questionnaire to airports recognizing that the Secretariat might review its format to make it more flexible to also cover supply side, in close cooperation with ACI.

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## APPENDIX A

### PROPOSED REVISED REPORTING INSTRUCTIONS AND DEFINITIONS FOR AIRPORT TRAFFIC - FORM I

#### General

This form is to be used by ICAO Contracting States to report traffic statistics for each of their airports that is open to commercial traffic. A separate Form I is to be filed regularly for:

- a) each of a State's principal airports having combined traffic of at least 90 per cent of the total international commercial traffic units (scheduled and non-scheduled) of all airports of the State; or
- b) each of a State's airports having no less than 1 000 international traffic units in a year, whichever is less restrictive.

In addition, a separate Form I should also be filed with regard to each principal airport to a State having combined traffic of at least 80 per cent of the total commercial traffic units (scheduled and non-scheduled) of all airports of the State which were not selected under the criteria for international airports above.

#### Commercial air transport

**International non-scheduled (Item 2).** Report under this item the aircraft movements (and loads) of international charter and special flights other than those reported under scheduled flights, performed for remuneration on an irregular basis including empty flights related thereto, air taxi operations (and commercial business flights), inclusive tours other than those reported under scheduled services, and blocked-off charters.

**Domestic scheduled and non-scheduled (Item 4).** Report under this item both the scheduled and non-scheduled services of commercial air transport operators only, including air taxi operations (and commercial business flights).

#### All other movements

Report here all aircraft movements, other than those of commercial air transport. Include commercial activities such as crop dusting, aerial photography, pilot training (at training schools), as well as non-commercial business and pleasure flying and the movements of military aircraft. Although not required, States may report the number of passengers, embarked and disembarked, who are associated with "other movements".

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## APPENDIX B

### PROPOSED CHANGES TO AIRPORT TRAFFIC - FORM I-S

#### REPORTING INSTRUCTIONS

##### A. Commercial air transport:

1. International scheduled
2. International non-scheduled
3. Total international (1+2)
4. Domestic scheduled and non-scheduled
5. Total commercial air transport (1+2+4)
6. All-freight/mail services <sup>1</sup>
7. Air taxi (and commercial business) operations <sup>2</sup>

##### B. All other movements

<sup>1</sup> This traffic is to be included also under Items 1 to 5 (see the reporting instructions).

<sup>2</sup> This traffic is to be included also under items 2 to 5 (see the reporting instructions)

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## APPENDIX C



### QUESTIONNAIRE ON AIRPORT CAPACITY AND CONSTRAINTS

**Date:**

**Airport Name:**

**ICAO four letter code:**

**Contact person:**

**Name:**

**Email address:**

**Phone Number:**

**Is Slot allocation applied (Y/N)?**

**Purpose of this questionnaire:**

This questionnaire was designed and distributed in application of the recommendations of the meeting of the ICAO Statistics Division meeting held in Montreal from 23 to 27 November 2009 regarding the collection of data on airport and airspace capacity, investment and funding.

**Important Note:**

Information provided through this questionnaire will be used for forecasting purposes. It is considered strictly confidential by ICAO and will not be shared with any third party, except in aggregated (at the State, region or global levels) format.

## I. Capacity

### 1.1. Airside

Year		2009	2015	2020	2025	2030
<b>Runway Capacity</b>						
Number of runways						
Declared / nominal capacity <sup>1</sup>	Arrival					
	Departure					
	Both					
Please provide a short description of the method used to estimate capacity						
<b>Aircraft parking stands</b>						
Number of parking stands						

### 1.2. Landside

Year		2009	2015	2020	2025	2030
<b>Passenger Terminal Capacity</b>						
Number of gates						
Number of passengers per year						
<b>Cargo Terminal Capacity</b>						
Tons of cargo per year						

<sup>1</sup> This capacity is usually expressed in terms of *Hourly airport capacity* which is defined as the maximum number of aircraft operations that can take place in an hour, which may include arrivals and departures, separately. In some cases a capacity Pareto chart is developed. If this is the case, please attach a copy to this questionnaire. In many cases, only an annual capacity can be provided, if this is the case, please specify.

**II. Demand / Capacity relationship**

<b>Year</b>	<b>2009</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>
Average delay per departure (minutes)					
Average delay per arrival (minutes)					
Per cent of time airport operating at or above declared capacity					

**III. Constraints**

<b>Year</b>	<b>2009</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>
<b>Constraints on operations</b>					
Number of runways	<input type="checkbox"/>				
Number of gates	<input type="checkbox"/>				
Number of parking stands	<input type="checkbox"/>				
Terminal	<input type="checkbox"/>				
Road access	<input type="checkbox"/>				
Noise restrictions	<input type="checkbox"/>				
Staffing	<input type="checkbox"/>				
<b>Constraints on physical expansion</b>					
Limited land due to geographical location	<input type="checkbox"/>				
Limited land due to housing encroachment	<input type="checkbox"/>				
Lack of funding	<input type="checkbox"/>				
Political opposition	<input type="checkbox"/>				

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