

**Table 4. Air Transport – Core Measures: definitions, priorities, and sources of data**

	<b>Core Measure</b>	<b>Unit</b>	<b>Priority</b>	<b>Definition of Term</b>	<b>Sources of data</b>	<b>Comment</b>
<b>1</b>	<b>Air Transport Infrastructure</b>					
<b>1.1</b>	<b>Air terminals</b>	number	D	The number of terminals	NOT READILY AVAILABLE	<b>Aggregate of 1.1.1 and 1.1.2.</b>
1.1.1	International terminal	number	A	The number of international terminals	NOT READILY AVAILABLE	
1.1.2	Domestic terminal	number	A	The number of domestic terminals	NOT READILY AVAILABLE	
<b>1.2</b>	<b>Aircraft capacity</b>	number				<b>Aggregate of 1.2.1 and 1.2.2.</b>
1.2.1	International flight capacity	number		Number of useable aircraft stands at international terminals	NOT READILY AVAILABLE	ref. 1.1.1
1.2.2	Domestic flight capacity	number		Number of useable aircraft stands at domestic terminals	NOT READILY AVAILABLE	ref. 1.1.2
1.2.3	Passenger seats	number		Number of seats available	Data is collected ICAO Form D	Available for year 2002, 58 countries
1.2.4	Cargo Capacity	number		Payload tonnage available	Data is collected ICAO Form D	Available for year 2002, 58 countries
<b>1.3</b>	<b>Passenger capacity Aiports</b>	m.passenger				<b>Aggregate of 1.3.1 and 1.3.2.</b>
1.3.1	International passenger capacity	m.passenger		Total number of international passengers (arrivals and departures) which can be handled in the year.	NOT READILY	ref. 1.1.1

					AVAILABLE	
1.3.2	Local passenger capacity	m.passenger		Total number of domestic passengers (arrivals and departures) which can be handled in the year.	NOT READILY AVAILABLE	ref. 1.1.2
<b>1.4</b>	<b>Cargo capacity</b>					<b>Aggregate</b> of 1.4.1 and 1.4.2.
1.4.1	International cargo capacity	m.tonnes			NOT READILY AVAILABLE	ref. 1.1.1
1.4.2	Domestic cargo capacity	m.tonnes			NOT READILY AVAILABLE	ref. 1.1.2

<b>2 Air Transport Activity</b>						
<b>2.1</b>	<b>Aircraft Departures</b>					
2.2.1	Air Passengers: international	m.passenger			AVAILABLE FOR ALL INTERNATIONAL AIRPORTS ICAO Form I aggregated	Years 1999-2003
2.2.2	Air Passengers: domestic	m.passenger			AVAILABLE FOR ALL INTERNATIONAL AIRPORTS ICAO Form I aggregated	Years 1999-2003
2.3.1	Air cargo: International	m.tonnes			AVAILABLE FOR ALL INTERNATIONAL AIRPORTS ICAO Form I aggregated	Years 1999-2003
2.3.2	Air cargo: Domestic	m.tonnes			AVAILABLE FOR ALL INTERNATIONAL AIRPORTS ICAO Form I aggregated	Years 1999-2003
<b>2.2</b>	<b>En-route services</b>					
2.2.1	Flights, international	number			Data is collected ICAO Form L	Year 2001
2.2.2	Flights, domestic	number			Data is collected ICAO Form L	Year 2001
2.2.3	Flights, total	number			Data is collected ICAO Form L	Year 2001

<b>3 Air Transport Charges and Prices</b>						
<b>3.1</b>	<b>Air Navigation Charges</b>					
3.1.1	Revenue from en-route charges			CAA revenues from overflight and navigational charges	Data is collected ICAO Form K	Year 2001, some countries
3.1.2	Average charge per flight			3.1.1 / 2.2.3 Note: This may have to be revisited, because not included in this calculation is the distance covered.	Calculated 3.1.1 / 2.2.3	

<b>4 Air Transport Administration</b>						
<b>4.1</b>	<b>Airport Ownership</b>					
4.1.1	Airport ownership: public			[ Main aim is to show ratio of Public/Private capacity? ]	NOT READILY AVAILABLE	
4.1.2	Airport ownership: private					
4.1.3	Revenues from Concessions (excluding fuel)			Data is collected	NOT READILY AVAILABLE ICAO Form J	
<b>4.2</b>	<b>Airline Companies</b>					
4.2.1	Passenger airline: public			[ Main aim is to show ratio of Public/Private capacity? ]	NOT READILY AVAILABLE	
4.2.2	Passenger airline: private				NOT READILY AVAILABLE	
4.2.3	Cargo airline: public			[ Main aim is to show ratio of Public/Private capacity? ]	NOT READILY AVAILABLE	
4.2.4	Cargo airline: private				NOT READILY AVAILABLE	
4.2.5	Total number of commercial air carriers			Total number of scheduled domestic air carriers	Data is collected ICAO Form D is filled out for each carrier	Year 2002
<b>4.3</b>	<b>Oversight</b>					
4.3.1	Total number of civil aircraft on register				Data is collected ICAO Form H	Year 2002

5 Air Transport Finance						
5.1	<b>Air transport infrastructure expenditure</b>	(\$)	D		AVAILABLE AIRPORTS, AIR NAVIGATION SERVICES ICAO Form J	Year 2001, some countries
5.1.1	Capital investment	(\$)	A		AVAILABLE AIRPORTS, AIR NAVIGATION SERVICES ICAO Form J	Year 2001, some countries
5.1.2	Maintenance expenditure	(\$)	A		AVAILABLE, COMBINED WITH OPERATING COSTS ICAO Form J	Year 2001, some countries
5.2	<b>Maintenance requirement</b>	(\$)	A	The amount of financing required per year* to keep the air transport infrastructure in working order. ?		
5.3	<b>Maintenance contracts cost</b>	(\$)	B	The amount of annual maintenance expenditure on air transport infrastructure* that is disbursed through maintenance contracts.	Contract figures for maintenance and operations combined are available from ICAO Form J..	Year 2001, 35 countries
5.4	<b>Air Transport Financing: Total</b>	(\$)	D	The total amount of air transport sector financing obtained from different sources per year*. ?	DERIVED	<b>Aggregate</b> of 3.4.1, 3.4.2, and 3.4.3.

5.4.1	Official Development Assistance (ODA)	(\$)	B	The total amount of financing for the air transport sector provided by official agencies, including state and local governments, or by their executive agencies while each transaction of which meets the following tests (1) ODA is administered with the promotion of the economic development and welfare of developing countries as its main objective, (2) ODA is concessional in character and conveys a grant element of at least 25 percent (calculated at a rate of discount of 10 percent) (OECD) per year*.		
5.4.2	Private Finance	(\$)	B	The amount of financing for the air transport sector (that is open to public use) provided by the private sector (e.g. BOO, etc.) per year*. ?		
5.4.3	Public Finance	(\$)	B	The amount of financing for the air transport sector provided by national and local government from general revenue or other sources, per year*. ?		

<b>6 Air Transport Safety</b>						
<b>6.1</b>	<b>Supervision</b>					
6.1.1	Standards	Y/N		Are there national regulations to implement the standards and requirements stated in Annexes 1, 6 and 8 of the Chicago Convention?	SHOULD BE ABLE TO COLLECT (ICAO Sources)	
6.1.2	Inspections	Y/N		Is the delegation of authority to aeronautic inspector sufficient in order to carryout operational inspections?	SHOULD BE ABLE TO COLLECT (ICAO Sources)	
<b>6.2</b>	<b>Air Traffic Control</b>					
<b>6.3</b>	<b>Air Worthiness</b>					
<b>6.4</b>	<b>Ground Facilities</b>					
<b>6.5</b>	<b>Accident Statistics</b>					
6.5.1	Passenger mile accident rate			Passenger miles per accident	SHOULD BE ABLE TO COLLECT (ICAO Sources)	
6.5.2	Passenger mile fatality rate			Passenger miles per fatality	SHOULD BE ABLE TO COLLECT (ICAO Sources)	
6.5.3	Hull loss rate			Number of hours per hull loss	SHOULD BE ABLE TO COLLECT (ICAO Sources)	The hull loss rate has Important implications for the quality of aircraft in service



**7 Air Transport Security**

7.1	<b>National Aviation Security Program</b>	Y/N		ICAO Annex 17 requires contracting states to designate an appropriate entity within its administration to develop, implement and maintain the Aviation Security Program – is this in place?	SHOULD BE ABLE TO COLLECT (ICAO Sources)	
7.2	<b>Aviation Security Authority</b>	Y/N		Is there an Aviation Security Authority which establishes a credible inspection regime to ensure that all entities responsible for aviation security are in compliance with their own security programs.	SHOULD BE ABLE TO COLLECT (ICAO Sources)	

**Note: Refer to VERY IMPORTANT NOTES at the end of 'PART 4'**