

Status: Point in time view as at 29/04/2005.

Changes to legislation: There are outstanding changes not yet made to Regulation (EC) No 437/2003 of the European Parliament and of the Council. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details)

[^{F1} ANNEX I

Textual Amendments

- F1** Substituted by [Commission Regulation \(EC\) No 1358/2003 of 31 July 2003 implementing Regulation \(EC\) No 437/2003 of the European Parliament and of the Council on statistical returns in respect of the carriage of passengers, freight and mail by air and amending Annexes I and II thereto \(Text with EEA relevance\).](#)

RECORD STRUCTURE FOR DATA TRANSMISSION TO EUROSTAT

The scope of the data to be reported is limited to civil aviation.

State flights and movements by surface modes of either passengers travelling with a flight code or freight shipped using an air waybill are excluded.

- A. Flight stage table (monthly data
(¹))

Data reported in this table refer to commercial air services only.

DATA FILE RECORD FORMAT

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	A1	
Reporting country	2-alpha	(1) Main ICAO nationality letters	
Reference year	2-digit	Type 'yy' (2 last positions of the year)	
Reference period	2-alpha	(2) Explicit (or Statra)	
Reporting airport	4-alpha	(3) ICAO	
Next/previous airport	4-alpha	(3) ICAO	
Arrival/departure	1-digit	1 =arrival 2 =departure	
Scheduled/non-scheduled service	1-digit	1 =scheduled 2 =non-scheduled	
Passenger service/all-freight and mail service	1-digit	1 =passenger service 2 =all-freight and mail service	
Airline information	3-alpha	(4) Information on the airline (optional)	
Aircraft type	4-alpha	(5) ICAO	
Passengers on board	12-digit		passenger
Freight and mail on board	12-digit		tonne

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Commercial air flights	12-digit		number of flights
Passenger seats available	12-digit		passenger seat

B. On flight origin/destination table (monthly data⁽²⁾)

Data reported in this table refer to commercial air services only.

DATA FILE RECORD FORMAT

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	B1	
Reporting country	2-alpha	(1) Main ICAO nationality letters	
Reference year	2-digit	Type 'yy' (2 last positions of the year)	
Reference period	2-alpha	(2) Explicit (or Statra)	
Reporting airport	4-alpha	(3) ICAO	
On flight origin/destination airport	4-alpha	(3) ICAO	
Arrival/departure	1-digit	1 =arrival 2 =departure	
Scheduled/non-scheduled services	1-digit	1 =scheduled 2 =non-scheduled	
Passenger service/all-freight and mail service	1-digit	1 =passenger service 2 =all-freight and mail service	
Airline information	3-alpha	(4) Information on the airline (optional)	
Passengers carried	12-digit		passenger
Freight and mail loaded or unloaded	12-digit		tonne

C. Airports table (at least annual data)

Data reported in this table refer to commercial air services only, with the exception of

'total commercial aircraft movements'

which also refers to all commercial general aviation operations and

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‘total aircraft movements’

which refers to all civil aircraft movements (except State flights).

DATA FILE RECORD FORMAT

Elements	Coding detail	Nomenclature	Unit
Table	2-alpha	C1	
Reporting country	2-alpha	(1) Main ICAO nationality letters	
Reference year	2-digit	Type ‘yy’	
Reference period	2-alpha	(2) Explicit (or Statra)	
Reporting airport	4-alpha	(3) ICAO	
Airline information ^a	3-alpha	(4) Information on the airline	
Total passengers carried	12-digit		passenger
Total direct transit passengers	12-digit		passenger
Total freight and mail loaded/unloaded	12-digit		tonne
Total commercial aircraft movements	12-digit		movement
Total aircraft movements	12-digit		movement

^a The ‘airline information’ field is obligatory only for airports which also have to report tables A1 and B1. For the airports which are under no obligation to report tables A1 and B1, a code that covers all airlines may be used.

CODES

1. Reporting country

The coding system to be used is derived from the ICAO index to nationality letters for location indicators. If several ICAO prefixes exist for the same country, only the main ICAO prefix of the mainland is applicable.

Belgium	EB
Denmark	EK
Germany	ED
Greece	LG
Spain	LE
France	LF
Ireland	EI
Italy	LI
Luxembourg	EL
Netherlands	EH
Austria	LO

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Portugal	LP
Finland	EF
Sweden	ES
United Kingdom	EG
[^{F2} Czech Republic	LK
Estonia	EE
Cyprus	LC
Latvia	EV
Lithuania	EY
Hungary	LH
Malta	LM
Poland	EP
Slovenia	LJ
Slovakia	LZ]

Textual Amendments

F2 Inserted by Commission Regulation (EC) No 546/2005 of 8 April 2005 adapting Regulation (EC) No 437/2003 of the European Parliament and of the Council as regards the allocation of reporting-country codes and amending Commission Regulation (EC) No 1358/2003 as regards the updating of the list of Community airports (Text with EEA relevance).

2. Reference period

AN	(or 45) year
Q1	(or 21) January-March (first quarter)
Q2	(or 22) April-June (second quarter)
Q3	(or 23) July-September (third quarter)
Q4	(or 24) October-December (fourth quarter)
01 to 12	January to December (month)

3. Airports

Airports shall be coded according to the ICAO four-letter codes as listed in ICAO document 7910. Unknown airports should be coded as 'ZZZZ'.

4. Airline information

'1EU' for airlines licensed in the European Union,
 '1NE' for airlines not licensed in the European Union,
 'ZZZ' for unknown airlines,
 '888' for 'confidential' (to be used in tables A1 and B1 if an 'information on the airline' is not allowed for confidentiality reasons),
 '999' for all airlines (to be used in table C1 only).

Airlines partly licensed in EU shall be reported as 'EU airlines'.

On a voluntary basis, the code '2'+Iso alpha 2 country code (country of licensing of the airline) could also be used as well as the ICAO airline code.

5. Aircraft type

Aircraft types shall be coded according to ICAO aircraft type designators as listed in ICAO document 8643.

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Unknown aircraft types should be coded as ‘ZZZZ’.

ANNEX II

DEFINITIONS AND STATISTICS TO BE REPORTED

Following the header of each definition, the list of articles or tables of the regulation where a reference to the term is made can be found.

I. DEFINITIONS AND VARIABLES OF GENERAL INTEREST

1. Community airport (Articles 1 and 3)

A defined area on land or water in a Member State subject to the provisions of the treaty, which is intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft and open for **commercial air services**^(see -4-).

2. State flight (Article 1 and table C1)

Any flight performed by aircraft for military, customs, police or other law enforcement services of a State.

Any flight declared as a ‘State flight’ by State authorities.

The expression ‘except for flights by States aircraft’ in Article 1 should be interpreted as ‘except for State flights’.

3. Passenger unit (Article 3(2), (4) and (5))

One passenger unit is equivalent to either one passenger or 100 kilograms of freight and mail.

*For the purpose of drawing up the list of **Community airports**^(see-1-) as referred to in Article 3(2) and for the transitional period referred to in Article 3(4) and (5), the calculation of thresholds using ‘passenger units’ has to take into account at **Community airports**^(see-1-), the total **passengers carried**^(see-16-) plus the total **direct transit passengers**^(see-18-) (counted once) plus the total **freight and mail loaded and unloaded**^(see-17-).*

4. Commercial air service (Article 1 and tables A1, B1, C1)

An air transport flight or series of flights for the public transport of passengers and/or freight and mail, for remuneration or for hire.

*The air service may be either **scheduled**⁽⁻⁵⁻⁾ or **non-scheduled**⁽⁻⁶⁻⁾.*

5. Scheduled air service (Tables A1 and B1)

A **commercial air service**^(see-4-) operated according to a published timetable, or with such a regular frequency that it constitutes an easily recognisable systematic series of flights.

Includes extra section flights occasioned by overflow traffic from scheduled flights.

6. Non-scheduled air service (Tables A1 and B1)

A **commercial air service**^(see-4-) other than scheduled air service^(see-5-).

7. Passenger air service (Tables A1 and B1)

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Scheduled^(see-5-) or non-scheduled air service^(see-6-) performed by aircraft carrying one or more revenue passengers and any flights listed in published timetables as open to passengers.

Includes flights carrying both revenue passengers and revenue freight and mail.

8. All-freight and mail air service (Tables A1 and B1)

Scheduled^(see-5-) or non-scheduled air service^(see-6-) performed by aircraft carrying revenue loads other than revenue passengers, i.e. freight and mail.

Excludes flights carrying one or more revenue passengers and flights listed in published timetables as open to passengers.

9. Airline (Commercial air transport operator) (Tables A1, B1 and C1)

An air transport undertaking with a valid operating licence for operating **commercial air flights^(see-13-)**.

Where airlines have joint-venture or other contractual arrangements requiring two or more of them to assume separate responsibility for the offer and sale of air transport products for a flight or combination of flights, the airline actually operating the flight shall be reported.

II. DEFINITIONS AND VARIABLES OF INTEREST FOR TABLE A1 (FLIGHT STAGE)

10. Flight stage (Table A1)

The operation of an aircraft from take-off to its next landing.

11. Passengers on board (Table A1)

All passengers on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport.

*All revenue and non revenue passengers on board an aircraft during a **flight stage^(see-10-)**.*

Includes direct transit passengers^(see-18-) (counted at arrivals and departures).

12. Freight and mail on board (Table A1)

All freight and mail on board of the aircraft upon landing at the reporting airport or at taking off from the reporting airport.

*All freight and mail on board an aircraft during a **flight stage^(see-10-)**.*

Includes direct transit freight and mail (counted at arrivals and departures).

Includes express services and diplomatic bags.

Excludes passenger baggage.

13. Commercial air flight (Table A1)

An air transport flight performed for the public transport of passengers and/or freight and mail, for remuneration and for hire.

In table A1, the commercial air flights are aggregated to calculate the other 'indicator fields' ('Passengers on board^(see-11-)', 'Freight and mail on board^(see-12-)', and 'Passenger seats available^(see-14-)).

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14. Passenger seats available (Table A1)

The total number of passenger seats available for sale on an aircraft operating a **flight stage**^(see-10-) between a pair of airports.

On a flight stage⁽⁻¹⁰⁻⁾, the total number of revenue passengers should not exceed the total number of passenger seats available for sale.

*Includes seats which are already sold on a flight stage i.e. including those occupied by **direct transit passengers**^(see-18-).*

Excludes seats not actually available for the carriage of passengers because of maximum gross weight limitations.

If information on this basis is not available, then one of the following estimates should be provided in order of preference (from more to less adequate):

1. the specific aircraft configuration expressed in number of passenger seats available in the aircraft (identified by aircraft registration number),
2. the average aircraft configuration expressed in average number of passenger seats available for the type of aircraft for the airline,
3. the average aircraft configuration expressed in average number of passenger seats available for the type of aircraft.

III. DEFINITIONS AND VARIABLES OF INTEREST FOR TABLE B1 (ON FLIGHT ORIGIN AND DESTINATION) AND TABLE C1 (AIRPORTS)

15. On flight origin and destination (Table B1)

Traffic on a commercial air service^(see-4-) identified by a unique flight number subdivided by airport pairs in accordance with point of embarkation and point of disembarkation on that flight.

For passengers, freight or mail where the airport of embarkation is not known, the aircraft origin should be deemed to be the point of embarkation; similarly, if the airport of disembarkation is not known, the aircraft destination should be deemed to be the point of disembarkation.

16. Passengers carried (Tables B1 and C1)

All passengers on a particular flight (with one flight number) counted once only and not repeatedly on each individual stage of that flight.

All revenue and non revenue passengers whose journey begins or terminates at the reporting airport and transfer passengers joining or leaving the flight at the reporting airport.

Excludes direct transit passengers^(see-18-).

17. Freight and mail loaded or unloaded (Tables B1 and C1)

All freight and mail loaded onto or unloaded from an aircraft.

Includes express services and diplomatic bags.

Excludes passenger baggage.

Excludes direct transit freight and mail.

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18. Direct transit passengers (Table C1)

Passengers who, after a short stop, continue their journey on the same aircraft on a flight having the same flight number as the flight on which they arrive.

In total airport statistics as well as for the calculation of the passenger units^(see-3-), passengers in direct transit are counted once only.

Passengers who change aircraft because of technical problems but continue on a flight with the same flight number are counted as direct transit passengers.

On some flights with intermediate stops, the flight number changes at an airport to designate the change between an inbound and outbound flight. An example is a flight from Barcelona to Hamburg where the flight continues to Frankfurt before returning to Barcelona. Where passengers for an intermediate destination continue their journey on the same aircraft in such circumstances, they should be counted as direct transit passengers.

19. Total commercial aircraft movements (Table C1)

All take-offs and landings for flights performed for remuneration and for hire.

*Includes **commercial air services**⁽⁻⁴⁻⁾ as well as all commercial general aviation operations.*

20. Total aircraft movements (Table C1)

All take-offs and landings of aircraft.

*Includes **total commercial aircraft movements**⁽⁻¹⁹⁻⁾ as well as non-commercial general aviation operations.*

*Excludes **State flights**⁽⁻²⁻⁾.*

Excludes Touch and goes, overshoots and unsuccessful approaches.]

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- (1) [^{F1}In 2003 quarterly data can be accepted.]
- (2) [^{F1}In 2003 quarterly data can be accepted.]

Textual Amendments

- F1** Substituted by [Commission Regulation \(EC\) No 1358/2003 of 31 July 2003 implementing Regulation \(EC\) No 437/2003 of the European Parliament and of the Council on statistical returns in respect of the carriage of passengers, freight and mail by air and amending Annexes I and II thereto \(Text with EEA relevance\).](#)

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