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STATISTICAL APPRAISAL OF NON-SCHEDULED COMMERCIAL OPERATIONS WITH LARGE AIRCRAFT FOR THE YEAR 1968

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STATISTICAL APPRAISAL OF NON-SCHEDULED COMMERCIAL OPERATIONS
WITH LARGE AIRCRAFT FOR THE YEAR 1968

I - INTRODUCTION

Historical Background

1. At the 16th Session of the Assembly in Buenos Aires there was general agreement that there was an urgent need for ICAO statistics on non-scheduled commercial operations in large aircraft since this category of air transport had become increasingly important and there were no useful statistics available in this respect. Following a proposal submitted by Austria the Assembly adopted Resolution A16-21. Clause (1) gives the terms of reference of this present study, requesting the Council to take the necessary measures.

"(1) for the immediate collection, on an ad hoc basis, of available statistics covering international and domestic non-scheduled commercial air transport and for the preparation, on the basis of these statistics, of a report on the current volume of non-scheduled commercial air transport, emphasizing, if possible, operations with large aircraft (e.g. over 5 700 kg.)."

2. The Statistical Form "A", on which the ICAO Traffic Digest is based, reports the following information for scheduled airlines:

"A. Scheduled Flights

Aircraft kilometres
Aircraft departures
Aircraft hours
Passengers carried
Freight tonnes carried
Passenger-kilometres
Available seat-kilometres
Passenger load factor
Tonne-kilometres performed
Available tonne-kilometres
Weight load factor

B. Non-Scheduled Flights

Aircraft kilometres

Aircraft departures

Aircraft hours

Available tonne-kilometres"

3. The data received on these forms regarding non-scheduled flights concerns only non-scheduled traffic carried by scheduled airlines and there is no information regarding the number of passengers carried on these non-scheduled flights, nor regarding passenger kilometres. Furthermore, there is no statistical data regarding the traffic carried by non-scheduled operators, since States have never been requested to furnish such information.

Action taken by the Secretariat to carry out the ad hoc survey

4. To carry out the ad hoc survey of non-scheduled traffic in the world and to fill the gaps mentioned above, the Secretariat sent a questionnaire on 27 November 1968. Attachment 1 reproduces the Secretariat questionnaire. In view of the difficulties involved in answering the questionnaire and bearing in mind that, in most cases, statistical data for a given year are available only towards the end of the following year the Secretariat sent, on March 2, 1970, a reminder to those States which had not yet replied.

5. In June 1970, on the basis of 55 replies received and the analysis and estimates calculated by the Secretariat for each individual State, a letter was sent (2 June 1970, see Attachment 2) to these 55 States in order to ascertain the validity of the tentative estimates prepared by the Secretariat. It is on the basis of the estimates and the various calculations made by the Secretariat and which are explained in Attachment 2, and taking into account the amendments or new data given by States, that the ad hoc survey of non-scheduled traffic had been prepared.

Validity of the ad hoc Study

6. Although the Study contains detailed figures, it should not convey the impression that they are accurate or present the actual volume of non-scheduled traffic carried by the 55 States which have replied to the Secretariat. It should be remembered that States went to some effort to obtain figures which are not readily available; therefore in many cases administrations had themselves to undertake ad hoc enquiries, which were not always successful, and in order to satisfy the request made by the Assembly Resolution, they have often in the absence of more

precise figures provided estimates of the non-scheduled traffic carried by their non-scheduled operators. It is extremely important to stress that because many of the figures are approximations, no final conclusion can be drawn from this ad hoc survey. The Secretariat believes, however, that the data provided gives a fairly valid idea of the order of magnitude of the non-scheduled traffic in the world at a given moment in time, that is, the year 1968.

II - COVERAGE

7. Of the 116 States members of ICAO at the end of 1968 55 States had replied, which is slightly less than 50 per cent. However, these 55 States represent together 87 per cent of the total number of passengers carried in domestic and international scheduled services and 89 per cent of available tonne-kilometres. To have an idea of the validity of the coverage represented by the 55 States with respect to the total world traffic, Table 1 below has been established.

TABLE 1 - YEAR 1968

SCHEDULED TRAFFIC OF 55 STATES WHO REPLIED TO THE QUESTIONNAIRE,
IN RELATION TO SCHEDULED TRAFFIC OF ALL ICAO MEMBER STATES

	Passengers Carried /000/					Available Tonne - Kms /000 000/		
	Total	No.	Answers	No.	%	Total	Answers	%
	1	2	3	4	5	6	7	8
North America	162 027	15	158 369	2	97.7	52 183	51 427	98.6
Europe	54 310	27	45 283	19	83.4	15 087	12 072	80.0
Far East	26 376	19	18 185	11	68.9	5 365	3 585	66.8
South America	11 036	11				2 377		
Africa	6 049	35	4 364	17	72.1	1 461	949	65.0
Middle East	2 951	9	2 657	6	90.0	1 038	985	94.9
Total	262 749	116	228 858	55	87.0	77 511	69 018	89.0

Cols 1 and 6: are data taken from the ICAO Digest No. 142 of all ICAO Member States;

Col. 2: gives the number of all ICAO States in the regions;

Col. 3: contains the total figures extracted from the ICAO Digest of the 55 States which have replied;

Col. 4: gives the number of States which have replied in the region;

Col. 5: gives in percentages the relative share of the traffic carried by the scheduled airlines of those States which have replied in the region as compared to the total traffic carried by all scheduled airlines in the same region;

Cols 7 and 8: see explanations given for Cols 3 and 5.

8. At the outset it is important to stress that non-scheduled traffic data by region concerns the traffic carried by the airlines and/or non-scheduled operators registered in the States of a given region and therefore does not necessarily reflect the traffic carried within the region.

9. As can be seen from Table 1, no data are given from South America. This may be explained by the fact that there seem to be very few non-scheduled operations performed by scheduled airlines of that region, where 99.2 per cent of available tonne-kilometres are carried by scheduled airlines in scheduled services (data for 11 countries extracted from Digest 142), and where only 3 countries have reported non-scheduled operations expressed in available tonne-kilometres representing 0.8 per cent. However, as it can be seen from Table 2 below, there are 28 carriers in South America (i.e. carriers which are not reported in the ICAO Digest) with a fleet of 134 aircraft having a gross take-off weight above 9 tonnes. This fleet is not negligible since it represents 14 per cent of the total world fleet operated by carriers who do not report traffic statistics to ICAO.

TABLE 2

NUMBER OF CARRIERS - OTHER THAN SCHEDULED CARRIERS - AND NUMBER OF
AIRCRAFT BY GROSS TAKE-OFF WEIGHT, REGISTERED IN THE ICAO REGIONS

Carriers		Region	9 to 18 tonnes		18 to 24 tonnes		Over 24 tonnes		Total 9 tonnes and over	
Number	%		No.	%	No.	%	No.	%	No.	%
1	2	3	4	5	6	7	8	9	10	11
52	36	North America	69	25.2	61	40.9	243	47.0	373	39.7
41	28	Europe	34	12.4	33	22.1	184	35.6	251	26.7
28	19	South America	36	13.1	46	30.9	52	10.0	134	14.2
10	7	Far East	92	33.6	6	4.0	20	3.9	118	12.6
10	7	Africa	27	9.9	1	0.8	17	3.3	45	4.8
4	3	Middle East	16	5.8	2	1.3	1	0.2	19	2.0
145	100	TOTAL	274	100.0	149	100.0	517	100.0	940	100.0
93	64	Europe + North America	103	37.6	94	63.0	427	82.6	624	66.4

Source: Flight International, 10 April 1969, with adjustments and some estimates made by the Secretariat

Col. 1: Number of carriers other than those reported to ICAO for the Statistical Digest
 Col. 2: Percentage of carriers in each region
 Col. 3: Regions
 Col. 4: Number of aircraft having a gross take-off weight (TOW)
 Col. 5: Percentage between 9 and 18 tonnes



10. It is important to remember that all the data which appear in this Study (except Tables 1 and 2) concern only the traffic of the 55 reporting States.

11. Table 2 has been established in order to show where the carriers - other than those which are reported to ICAO - are located as well as the fleet available to them. No conclusion can be drawn from this table, particularly the conclusion that these carriers and their fleet are engaged in non-scheduled operations carrying passengers. Nevertheless it shows that 64 per cent of the carriers are registered in North America and Europe with more than 66 per cent of the fleet of aircraft above 9 tonnes take-off weight.

12. From Table 1 above and also from Table 2, it can be concluded that the coverage is rather good and quite representative of world traffic.

III - MAIN FEATURES OF NON-SCHEDULED TRAFFIC OF 55 STATES IN 1968

- i) About 18 million passengers were carried in 1968 on non-scheduled flights, either by scheduled airlines or by non-scheduled operators, while more than 245 million passengers were carried on all scheduled and non-scheduled services during the same period. Non-scheduled passenger traffic therefore represents approximately 7 per cent of the total.
- ii) In terms of available tonne-kilometres, more than 85 per cent were carried on scheduled services while a little more than 14 per cent were carried on non-scheduled flights.
- iii) Of about 228 million passengers carried on scheduled services, more than 203 million passengers have been carried by **scheduled** airlines registered in North America and Europe, which represents 89.0 per cent of world traffic.
- iv) Of the 18 million passengers carried on non-scheduled flights, more than 17 million have been carried by carriers registered in North America and in Europe. This represents more than 95 per cent of world non-scheduled passenger traffic. In terms of available tonne-kilometres the corresponding percentage is 98 per cent.
- v) Of the 18 million passengers carried on non-scheduled flights, more than 53 per cent have been carried by carriers registered in Europe, while 41 per cent have been carried by carriers registered in North America. In terms of available tonne-kilometres the corresponding figures are 81 per cent by carriers registered in North America, while only 17 per cent by carriers registered in Europe, the remaining 2 per cent being shared by other regions. This striking

difference between North America and Europe can be partly explained by the fact that carriers registered in North America carry collectively a small number of passengers but long distances (more than 4 000 kilometres), while carriers registered in Europe carry a relatively greater number of passengers on short or medium distances (about 1 800 kilometres), mainly in the European-Mediterranean region.

- vi) From the data provided by the European Civil Aviation Conference (ECAC), more than 95 per cent of the passengers carried within the European region travelled on inclusive tour charter (more than 3 1/2 million passengers). The grand total of non-scheduled passengers originating in the ECAC area, whether on inclusive tour flights or affinity charter flights, to all destinations, was more than 5 million passengers in 1968 and almost 7 million passengers in the period 1969, which represents an increase of more than 35 per cent.
- vii) Scheduled airlines of North America carried more than 4 million passengers on non-scheduled flights, while more than 3 million were carried by the non-scheduled operators. For Europe the situation is the reverse: more than 5 million passengers were carried by non-scheduled operators and a little more than 4 million passengers by scheduled airlines.

IV - VOLUME OF NON-SCHEDULED TRAFFIC AS COMPARED TO SCHEDULED TRAFFIC

13. For the sake of clarity and understanding in the presentation of the tables some explanations are necessary:

Explanatory Note

For the sake of convenience and simplicity the tables in the body of the Study provide data by region and are based on the individual data for each of the 55 States which have replied to the Secretariat. These individual data are to be found in the Annex 1. Therefore, the totals which are reproduced in the tables by regions correspond to the totals in this Annex. It will be noted that Tables 3 to 6 contain columns marked by the symbols "A", "B" and "C" to replace the cumbersome long titles. The meanings of the columns are the following:

- COLUMN "A" contains figures for scheduled services taken from the Digest of Statistics No 142 / pp. 88 and 99 / or figures provided by States which update the figures published in the Digest.
- COLUMN "B" contains figures of non-scheduled traffic carried by scheduled airlines. These figures have been either estimated by the Secretariat on the basis of the statistics provided in Digest No. 142 or provided by States themselves.
- COLUMN "C" contains figures of non-scheduled traffic carried by non-scheduled operators. These figures are those furnished by States in reply to the questionnaire of the Secretariat /EC 7/21-68/198 of 27 November 1968 / and/or provided by the States which have amended or supplied additional information to the tables which were prepared by the Secretariat and attached to the letter of 2 June 1970 /EC 7/21-70/119 / addressed to the 55 States which have replied to the first questionnaire.

TABLE 3 - YEAR 1968

RELATIVE IMPORTANCE OF THE NON-SCHEDULED TRAFFIC IN
NUMBER OF PASSENGERS CARRIED BY SCHEDULED AIRLINES AND BY NON-SCHEDULED
OPERATORS REGISTERED IN THE 55 REPORTING STATES

(in thousands)

Regions	No. of replies	"A" (1)		"B" (1)		"C" (1)		Total B+C (1)		Total A+B+C (1)	
		No. Pass.	%	No. Pass.	%	No. Pass.	%	No. Pass.	%	No. Pass.	%
		1	2	3	4	5	6	7	8	9	10
Europe	19	45 283	19.8	4 153	45.5	5 432	61.9	9 585	53.5	54 868	22.2
North America	2	158 369	69.2	4 204	46.0	3 225	36.7	7 429	41.5	165 798	67.2
Sub Total	21	203 652	89.0	8 357	91.5	8 657	98.6	17 014	95.0	220 666	89.4
Far East	11	18 185	7.9	345	3.8	87	1.0	432	2.4	18 617	7.5
Africa	17	4 364	1.9	266	2.9	34	0.4	300	1.7	4 664	1.9
Middle East	6	2 657	1.2	160	1.8			160	0.9	2 817	1.2
Total	55	228 858	100.0	9 128	100.0	8 778	100.0	17 906	100.0	246 764	100.0
(1): See explanatory note, pages 7 and 8											

TABLE 4 - YEAR 1968

RELATIVE IMPORTANCE OF NON-SCHEDULED TRAFFIC
EXPRESSED IN AVAILABLE TONNE-KILOMETRES

(in millions)

Region	No. of replies	"A" (1)		"B" (1)		"C" (1)		Total B+C (1)		Total A+B+C (1)	
		No. Available Tonne-km.	%	No. Available Tonne-km.	%	No. Available Tonne-km.	%	No. Available Tonne-km.	%	No. Available Tonne-km.	%
		1	2	3	4	5	6	7	8	9	10
North America	2	51 427	74.5	5 889	83.7	3 426	75.9	9 315	80.7	60 742	75.4
Europe	19	12 072	17.5	990	14.1	1 063	23.5	2 053	17.8	14 125	17.5
Sub Total	21	63 499	92.0	6 879	97.8	4 489	99.4	11 368	98.5	74 867	92.9
Africa	17	949	1.4	56	0.8	13	0.3	69	0.6	1 018	1.3
Middle East	6	985	1.5	60	0.9			60	0.5	1 045	1.3
Far East	11	3 585	5.1	38	0.5	12	0.3	50	0.4	3 635	4.5
Total	55	69 018	100.0	7 033	100.0	4 514	100.0	11 547	100.0	80 565	100.0

(1) See explanatory note on pages 7 and 8

14. About 18 million passengers were carried in 1968 on non-scheduled flights, either by scheduled airlines or by flights of non-scheduled operators (Table 3, Col.7) while more than 246 million passengers were carried on scheduled and non-scheduled services during the same period (Table 3, Col. 9). This non-scheduled traffic therefore represents 7.3 per cent of the total traffic of those 55 States which have replied (Table 3, Col. 7 plus Col. 1 and Table 5, Col. 4).

15. In terms of available tonne-kilometres the proportion is different; non-scheduled traffic represents a little more than 14 per cent and scheduled traffic more than 85.5 per cent (see Table 5, Col. 6). This can be partly explained by the fact that non-scheduled flights are performed on long distances (see paragraph 25). An other contributing factor may be the difference in the proportion of freight to passenger traffic of non-scheduled operations.