General Aviation Economic Footprint – Measurement

Round Table Discussions
ATAC, Ottawa
Thursday, March 1st, 2007

Transport Canada Transports Canada

Canada

Presentation Outline

- Electronic Collection of Air Transportation Statistics (ECATS) at Transport Canada (TC)
  - Goals of this initiative at TC
  - Phase 1
  - Phase 2

Goals of ECATS Initiative

- Reduce or eliminate shortfalls of Canada's air transport data system;
- Reduce associated costs to stakeholders behind mandatory data reporting requirements through:
  - Use of the most current and secure information technology to collect and disseminate electronically air transport data;
  - Establishment of voluntary partnerships between industry stakeholders and other government department to disseminate electronically agreed upon air transport data;
  - Improvement of quality and timeliness of air transport data

3

Objectives

- The 3 primary objectives behind ECATS for commercial air carrier operational data have been met:
  - Improve level of completeness of air operational transportation statistics
  - Improve timeliness of available air operational transportation statistics
  - Reduce data reporting burden and costs on industry as well as government

4

ECATS and Completeness of Commercial Air Data

- The total number of commercial air carriers within the scope has gone from approx. 175 to 263 carriers, allowing to have a more complete picture of commercial air transport activities within and to/from Canada

- Carriers filing electronically as of February, 2007**:**
  - Canadian Carriers: 99% reporting
    - Account for over 99 per cent of traffic
  - U.S. Carriers & Other Foreign Carriers: about 90% reporting
    - Hard to get attention of carriers under Chapter 11 status
    - Cultural and institutional factors
    - Many new carriers
  - For all sectors, it accounts for more than 98 per cent of traffic

5

ECATS and the Timeliness of Air Data

- Before ECATS: published air transport statistics lagged by months but mostly by years, not allowing to have a picture of the industry's current situation

- Since ECATS, data received
  - From 24 hours to 1 month after flight close for major airlines
  - Within one month after close of quarter for regional/local airlines who are required to file quarterly by regulation

6

ECATS and Costs of Air Data Collection

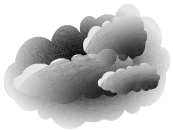
- For airlines: ECATS minimizes effort to support data reporting and improves filing efficiency
  - Example: a carrier saved 3 person-days/week by filing through ECATS;
  - Typically air carriers will need to file operating statistics with both TC and the airports they operate at. By filing through ECATS the carrier can satisfy both requirements through a single filing requiring little or no human intervention. ECATS is becoming for many the primary source of operational air transportation information in Canada
- For TC: no manual input as data is received in electronic format and validation is also automated

7

Collection – Web Services and/or Internet Site

Web Services:

- Client code gathers necessary data elements for transmission about flight.
- Code makes call to web service via Internet and data is transmitted once every 24 hours.
- Process completely electronic and automatic.



Internet Site:

- air carriers file data on TC website using online forms or uploading files; collection approach most common with regional/local air carriers.

8

Collection - Data Elements

- Flight details including carrier code, aircraft type, seats available
- Date and time of flights/record
- Names and codes (OAG) of airport-pairs
- Enplaned/deplaned, arriving/departing, (Origin/destination for Statements 2 and 4) passengers by airport-pair
- Enplaned/deplaned cargo

Note: more granular data may be collected to generate the appropriate information.

9

End Users of ECATS Data

- Data is shared with Statistics Canada under the Joint Transportation Statistics Program (JTSP) via Network X, a secured network.
  - Weekly raw files and Monthly final files
- Secure system for external clients (Secure Channel)
  - Airports, air carriers
  - Associations (ATAC, CAC)
- Users within TC of air data, e.g.
  - Economic Analysis Group, Air Policy Group
  - TC regional offices, Airport Capital Assistance Program (ACAP), Safety & Security, Others

10

Requirements Needed for ECATS Data Dissemination

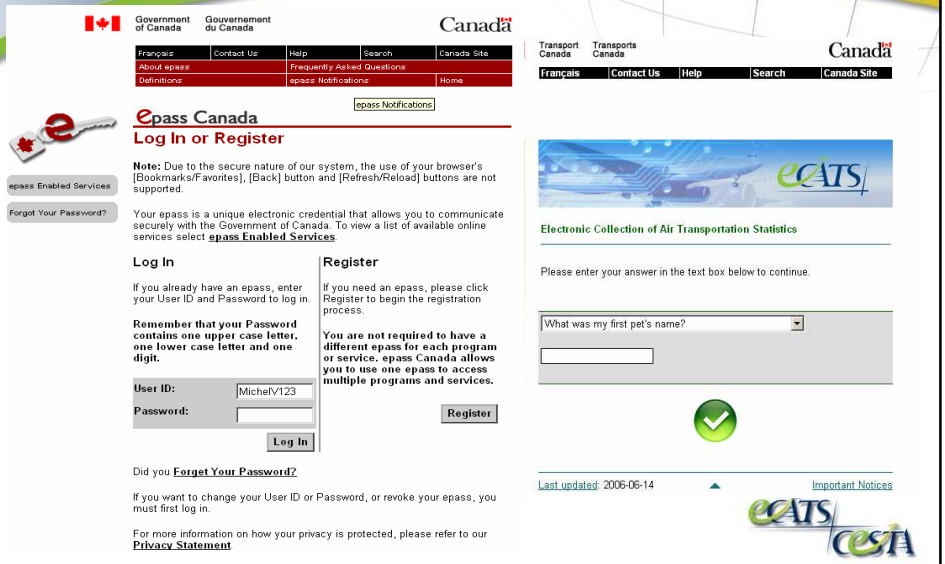
Protection of Data Confidentiality Requirements

- Carrier agreement
  - Each carrier signs an agreement allowing TC to share the carrier's data with airports, CAC and ATAC
  - The agreement specifies the fields to be shared
- Airport agreement
  - Each airport who wants to access ECATS data has to sign an agreement with TC that they will treat the data as per section 50 and 51 of the Canada Transportation Act
  - Associations (ATAC, CAC) also needs to sign an agreement
- Sharing with other Departments – Statistics Canada and Canadian Transportation Agency

11

Secure Data Distribution Process

Access via Secure Channel – 2 Authentication Layers



Benefits

- Industry
  - Reduced reporting burden and associated costs
  - Electronic aggregated data available to all parties as long as confidentiality provisions are followed:
    - cannot derive a specific carrier's market share in a particular market
    - require written permission from carrier before carrier-specific data can be released to a third party
  - Single source of information reduces legal and other costs
- Government
  - more current data for policy development, decision making and monitoring financial health of carriers
  - better analytical capability for programs [Airport Capital Assistance Program (ACAP), airport rent payments, security charges]

13

Scope of Phase 2 of ECATS

- **Data elements targeted by Phase 2**
  - Origin and Destination Passengers (O/D)
  - Air Cargo
  - ***General Aviation***
  - Financial Information for commercial carriers

14

General Aviation – Industry and Government Issues

- An overall precise measure of:
  - its importance,
  - its contribution,
  - its health
  - its operators
- from which its needs can be better reflected and acknowledged:
  - in policy and programs developments,
  - in planning
- undertaken by key air transportation stakeholders

15

General Aviation - Definition

- General Aviation needs to be well defined:
  - According to Transport Canada Aviation Statistics Group - The operation of aircraft(s) by individuals, companies or government entities for purposes other than commercial passenger and/or cargo transport for remuneration including leisure, business, aerial work and instructional flying.
- Categories to be looked at:
  - Specialty flying – aerial work
  - Instructional flying, training
  - Maintenance
  - Private including very light jet (VLJ)
  - Recreational including balloons, gliders and privates planes
  - Government – public & military

16

General Aviation - Study

- Assessment of the GA industry to better understand it
- Stakeholder and data element universe unclear
- Need to better understand industry first; LPS consulting firm was hired to include work on:
  - Define GA universe
  - Determine what data is available in industry and technical capabilities of GA stakeholders – Roundtable discussion with the industry on March 1st, 2007 in Ottawa
  - Conduct environmental scan for other GA data collection projects
- Consultant work to be completed by March 31, 2007
- Civil Aviation is involved in the process.
- Scope and work plan of GA component of Phase 2 to be clarified upon completion of consultant report

17

General Aviation – Data Elements

- Proposed data elements that should be collected on a monthly, quarterly, yearly or bi-annual basis (to be defined):

Owner/Company name	Activity type
Full Address	Departure airport
Aircraft Type	Arrival airport
# of crew members	Departure/arrival time
Revenue Pax, Non_rev pax, Total Pax on board	Flight number/ Aircraft tail number
Max seats available	Total movements
Maximum take-off weight	Total hours flown
Revenue cargo, non-revenue cargo, total cargo on board	

18

General Aviation – How to Succeed

- To Have a Good GA Economic Footprint – An efficient collection of reliable data is an essential first step to get this footprint
- How can we as "a group" gather data:
  - Partnership between the government and industry
  - Collaboration from the different GA entities
  - Sharing of information between TC and the GA industry
  - Project to be completed by March 31, 2009

19

Questions??

Comments??

Michel Villeneuve
Chief, Aviation Statistics
(613) 990-3825
Villenm@tc.gc.ca

20