



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

RECONNECTING **THE** WORLD

Aviation Statistics Workshop

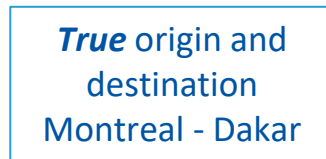
ICAO Statistics Programme Session 2



Form B

Origin and Destination Traffic

Form B – Origin and Destination Traffic



Definition:

OFOD is classified by city-pair taking as a basis the points of **embarkation** and **disembarkation** from a flight (i.e. the operation of an aircraft on a flight-stage or a number of flight-stages with an **unchanging flight number**) identified in the boarding pass issued and used, or the shipment document.

Who reports?

Air carriers that performed **international scheduled** and **non-scheduled services**.

When?

Quarterly basis

Form B – Origin and Destination Traffic

What should be reported?

All revenue traffic should be reported for the **operating carrier**, including traffic carried under:

- ✓ Code-shared
- ✓ Franchised
- ✓ Pooled
- ✓ Blocked-off charters
- ✓ Blocked-space arrangements
- ✓ Joint services and leased aircraft services

In this context the term operating carrier refers to that carrier whose flight number is being used for air traffic control purposes.

Passengers

- passengers travelling under publicly available promotional offers
- loyalty programmes (for example, redemption of frequent-flyer points);
- passengers travelling as compensation for denied boarding;
- passengers travelling on corporate discounts;
- passengers travelling on preferential fares

Exclude

1. persons travelling free
2. persons travelling at a fare or discount available only to employees of air carriers or their agents or only for travel on business for the carriers;
3. infants who do not occupy a seat.

Freight (exclude baggage)

- express
- diplomatic

Mail

- correspondence and
- other objects tendered by and intended for delivery to postal administrations.



Form B – Origin and Destination Traffic

Example of good reporting

FORM B

INTERNATIONAL CIVIL AVIATION ORGANIZATION
 AIR TRANSPORT REPORTING FORM
ON-FLIGHT ORIGIN AND DESTINATION
 COMMERCIAL AIR CARRIERS

Scheduled and Non-Scheduled Services (Revenue) - International Operations

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 Organization: Corporate Strategy & Plan Year: 2015
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Reporting Period (check X)

- 1st quarter (Jan-Feb-Mar)
- 2nd quarter (Apr-May-Jun)
- 3rd quarter (Jul-Aug-Sep)
- 4th quarter (Oct-Nov-Dec)

X

Traffic type (check X)

- Scheduled
- Non-Scheduled

CITY-PAIR		REVENUE TRAFFIC		
From	To	Passengers (Number)	Freight (Tonnes)	Mail (Tonnes)
<i>a</i>	<i>b</i>	<i>c</i>	<i>d</i>	<i>e</i>
AKL	ICN	22641	884	0
ICN	AKL	23967	403	98
AMS	ICN	8191	1507	0
ICN	AMS	7753	2482	73
ANC	ICN	0	64	0
ICN	ANC	0	63	0

1. One form per air carrier
2. Quarterly basis
3. International scheduled and/or non-scheduled
4. Fifth freedom
5. International cabotage
6. Revenue traffic (commercial remuneration)
7. City pairs in IATA Code
8. List each city-pair twice: first in one direction and then in the reverse direction
9. Passenger: entire number
10. Freight and Mail: in metric tons



Form B – Origin and Destination Traffic

Common mistakes and verification hints of Form B

Common mistakes

1. The traffic reported in Form B is less than in Form A
 - **Connection traffic was not reported.**
2. The traffic reported in form B is larger than in Form A
 - **It was reported the traffic by flight stage.**
3. The unit reported. Kilos instead of tonnes; pounds instead of metric tonnes.
4. The number of passengers are reported with decimal points.

Verification hints

1. The reported traffic should be **identical** to the reported traffic in form A (points 4 and 5)
2. It is recommended to revised the growth rates per quarter.
 - Ex. Q1 2022 vs Q1 2021
3. It is recommended to revised the growth rates per city pair
4. To verify the number of city pairs reported the current quarter vs the previous quarter.





Thank You