



ICAO

# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY

RECONNECTING **THE** WORLD

# Aviation Statistics Workshop

## ICAO Statistics Programme Session 5



Relationship between Form B and Form C

# Relationship between Form B and Form C

## Assumptions:

- AA 001: JFK-MIA-LIM-SCL
- B762: 216 seats and payload capacity 31 tones
- There are not operations restrictions

Form B

From	To	Pax num	Freight tons
JFK	MIA	110	0
JFK	LIM	20	2
JFK	SCL	35	2
MIA	LIM	40	1
MIA	SCL	80	2
LIM	SCL	30	0

Form C

From	To	AC	Departures	Seat number	Payload	Pax num	Freight tons
JFK	MIA	B762	1	216	31	165	5
MIA	LIM	B762	1	216	31	175	8
LIM	SCL	B762	1	216	31	145	5

# Relationship between Form B and Form C

What should be reported?

Form B			Form C		
De (From)	A (To)	Núm de Pax	JFK-MIA	MIA-LIM	LIM-SCL
JFK	MIA	110	110		
JFK	LIM	20	20	20	
JFK	SCL	35	35	35	35
MIA	LIM	40		40	
MIA	SCL	80		80	80
LIM	SCL	30			30
TOTAL		315	165	175	145

The source to generate Form B and Form C are different

**Form B: boarding pass**

**Form C: passenger aircraft load sheet**

# Relationship between Form B and Form C

How to compute international and domestic traffic

The definition for domestic passengers states that a passenger flying on both the international and domestic stages of the same flight should be counted as both a domestic and an international passenger.

OFOD				Nature of stage ▶	TFS		
City-pair		Passenger numbers	Nature of traffic		Revenue passenger numbers		
From	To				NYC - MIA	MIA - LIM	LIM - SCL
NYC	MIA	110	Domestic	110			
NYC	LIM	20	International	20	20		
NYC	SCL	35		35	35	35	
MIA	LIM	40			40		
MIA	SCL	80			80	80	
LIM	SCL	30				30	
<b>Totals</b>		<b>315</b>		<b>165</b>	<b>175</b>	<b>145</b>	
				Domestic	International		



## Number of passengers carried

Description	International flights	Domestic flights	Total
Passengers	205	165	370

# Relationship between Form B and Form C

Exercise of transformation of Form B to Form C



# Form C – Traffic by flight stage

Aircraft type	No. of seats	Total revenue payload (kg)	Itinerary
Boeing 777 200	326	52 000	BOM-DEL-LON-NYC

Traffic data:

Aircraft Type	Flight stage	Distance (km)	Flight time (hours)	Destination	Revenue Passengers	Revenue freight (kg)
Boeing 777 200	BOM-DEL	1100	2.0	DEL	110	0
				LON	60	3500
				NYC	70	4000
	DEL-LON	6700	4.0	LON	80	2500
				NYC	75	4500
				NYC	85	2000

a) Use the data shown above to complete the capacity and traffic table shown below.

Flight stage	Available capacity		Traffic carried	
	No. of seats	Revenue payload	Passengers	Freight (kg)

Description	International flights	Domestic Flights	Total
Passengers			
Freight (t)			

# Final Form C and summary table

Stations		Type of aircraft	Number of flights	Capacity available		Revenue traffic			
From	to			Number of seats	Total payload (tonnes)	Passenger numbers	Freight (tonnes)	Stage length (km)	Block time (hrs)
DEL	LON	Boeing 777 200	1	326	52	285	14.5	6700	9.5
LON	NYC	Boeing 777 200	1	326	52	230	10.5	5500	8

	Pax	Freight (kg)	Freight (t)
domestic	240	7500	7.5
international	370	16500	16.5
total	610	24000	24





From	To	Passengers	BOM-DEL	DEL-LON	LON-NYC
BOM	DEL	110	110		
BOM	LON	60	60	60	
BOM	NYC	70	70	70	70
DEL	LON	80		80	
DEL	NYC	75		75	75
LON	NYC	85			85
Total		480	240	285	230

From	To	Cargo	BOM-DEL	DEL-LON	LON-NYC
BOM	DEL	0	0		
BOM	LON	3500	3500	3500	
BOM	NYC	4000	4000	4000	4000
DEL	LON	2500		2500	
DEL	NYC	4500		4500	4500
LON	NYC	2000			2000
Total		16,500	7,500	14,500	10,500



---

Thank You