

# Air transport measurement - passengers (avia\_pa)

National Reference Metadata in Euro SDMX  
Metadata Structure (ESMS)  
Compiling agency: Department of Civil Aviation  
Cyprus



## Eurostat metadata

### Reference metadata

- [1. Contact](#)
  - [2. Metadata update](#)
  - [3. Statistical presentation](#)
  - [4. Unit of measure](#)
  - [5. Reference Period](#)
  - [6. Institutional Mandate](#)
  - [7. Confidentiality](#)
  - [8. Release policy](#)
  - [9. Frequency of dissemination](#)
  - [10. Accessibility and clarity](#)
  - [11. Quality management](#)
  - [12. Relevance](#)
  - [13. Accuracy](#)
  - [14. Timeliness and punctuality](#)
  - [15. Coherence and comparability](#)
  - [16. Cost and Burden](#)
  - [17. Data revision](#)
  - [18. Statistical processing](#)
  - [19. Comment](#)
- [Related Metadata](#)  
[Annexes](#) (including footnotes)

For any question on data and metadata, please contact: [EUROPEAN STATISTICAL DATA SUPPORT](#)

[Download](#)

## 1. Contact

[Top](#)

<b>1.1. Contact organisation</b>	Department of Civil Aviation Cyprus
<b>1.2. Contact organisation unit</b>	Aeronautical Information Services
<b>1.5. Contact mail address</b>	DEPARTMENT OF CIVIL AVIATION 27 PINDAROU STREET, 5TH FLOOR, 1429

## 2. Metadata update

[Top](#)

<b>2.1. Metadata last certified</b>	04/03/2021
<b>2.2. Metadata last posted</b>	04/03/2021
<b>2.3. Metadata last update</b>	04/03/2021

## 3. Statistical presentation

[Top](#)

### 3.1. Data description

**The main objective of this statistics is to provide data on the carriage of passengers, freight and mail by commercial air services as well as on civil aircraft movements to or from Community airports, except for flights by State aircraft.**

**Three datasets required by the EU-Regulation are provided to Eurostat: the Flight Stage dataset, called A1, the On Flight Origin/Destination dataset, called B1 and the Airport dataset, called C1.**

- **A1:** This dataset contains periodic flight stage data registered for airport-to-airport routes, and broken down by arrivals/departures, scheduled/non-scheduled, passenger service/all-freight and mail service, airline information and aircraft type. The values provided concern passengers on board, freight and mail on board, commercial air flights as well as passenger seats available.
- **B1:** This dataset contains periodic on flight origin/destination data registered for airport-to-airport routes, and broken down by arrivals/departures, scheduled/non-scheduled, passenger service/all-freight and mail service and airline information. The values provided concern passengers carried and freight and mail loaded or unloaded.
- **C1:** This dataset contains periodic airport data registered for declaring airports, and broken down by airline information. The values provided concern total passengers carried, total direct transit passengers, total freight and mail loaded or unloaded, total commercial aircraft movements and aircraft movements. This dataset must contain at least annual data.

### 3.2. Classification system

**Airports** are classified according to ICAO (International Civil Aviation Organization) airport coded as listed in ICAO document 7910.

**Aircrafts** are classified according to aggregated aircraft categories based on the ICAO aircraft codes as listed in ICAO document 8643.

**Airlines** are classified according to the ICAO airline codes as listed in the ICAO document 8585. When providing the data to Eurostat, the region where they are licensed is coded accordingly either as European Union (EU) or outside the European Union (non-EU).

### 3.3. Coverage - sector

The data include commercial and civil air traffic at the major airports (more than 15,000 passenger units per year).

### 3.4. Statistical concepts and definitions

The main concepts used in this domain are the following:

**Community airport** - 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.

**Flight stage** - the operation of an aircraft from take-off to its next landing. This is linked to the definition of passengers (or freight and mail) on board.

**Passengers on board** - 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. Includes direct transit passengers (counted at arrivals and departures).

**Direct transit passengers** - 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.

**Transfer of indirect transit passengers** - passengers arriving and departing on a different aircraft within 24 hours, or on the same aircraft bearing different flight numbers. They are counted twice: once upon arrival and once on departure.

**Freight and mail on board** - 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. Includes direct transit freight and mail (counted at arrivals and departures). Includes express services and diplomatic bags. Excludes passenger baggage.

**On flight origin and destination** - traffic on a commercial air service 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. This is linked to the definition of passengers carried and freight and mail loaded or unloaded.

**Passengers carried** - all passengers on a specific 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 begin or terminates at the reporting airport and transfer passengers joining or leaving the flight at the reporting airport. Excludes direct transit passengers.

**Freight and mail loaded or unloaded** - 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.

**Passenger unit** - one passenger unit is equivalent to either one passenger or 100 kilograms of freight and mail.

### 3.5. Statistical unit

The data are collected at individual airport level.

### 3.6. Statistical population

Four categories of **Community airports** are defined by the Regulation (EC) N°1358/2003:

- Category "0": **Airports with less than 15 000 passenger units per year** are considered as having only "occasional commercial traffic" without obligation to report.
- Category "1": **Airports with between 15 000 and 150 000 passenger units per year** shall transmit only aggregated airport data (Data set C).
- Category "2": **Airports with more than 150 000 passenger units and less than 1 500 000 passenger units per year** shall transmit flight stage data, on flight origin destination data as well as aggregated airport data (Data sets A, B and C).
- Category "3": **Airports with at least 1 500 000 passenger units per year** shall transmit flight stage data, on flight origin destination data as well as aggregated airport data (Data sets A, B and C).

Airports under category '0' are not included in the statistics provided to Eurostat.

### 3.7. Reference area

Commercial airports located on the government controlled areas of the Republic of Cyprus.

### 3.8. Coverage - Time

Data has been reported starting from 2001. Passengers carried and Passengers on board data are available from 2001. Freight and mail on board and Freight and mail loaded and unloaded data are available from 2001. Direct transit passenger data and transfer passenger data are available from 2013.

### 3.9. Base period

Not applicable.

## 4. Unit of measure

[Top](#)

The units used depend on the variables collected within each data set and are: number of passengers, tonnes, flights, aircraft movements and passenger seats available.

The weight of freight and mail is transmitted in tonnes with three decimal places.

## 5. Reference Period

[Top](#)

Reference period is the calendar year 2020.

## 6. Institutional Mandate

[Top](#)

### 6.1. Institutional Mandate - legal acts and other agreements

**European level:** until 2002, the data were provided to Eurostat on a voluntary basis; since 2002 data provision is based on an EP and Council framework legal act and on several implementing Commission Regulations:

- [Regulation \(EC\) No 437/2003 of the European Parliament and of the Council of 27 February 2003 on statistical returns in respect of the carriage of passengers, freight and mail by air.](#)
- [Commission Regulation \(EC\) No 1358/2003 of 31/07/2003.](#)
- [Commission Regulation No 546/2005 of 8 April 2005.](#)
- [Commission Regulation No 158/2007 of 16 February 2007.](#)

### 6.2. Institutional Mandate - data sharing

Not applicable.

## 7. Confidentiality

[Top](#)

### 7.1. Confidentiality - policy

**European level:**

- [Regulation \(EC\) No 223/2009 on European statistics](#) (recital 24 and Article 20(4)) of 11 March 2009 (OJ L 87, p. 164), stipulates the need to establish common principles and guidelines ensuring the confidentiality of data used for the production of European statistics and the access to those confidential data with due account for technical developments and the requirements of users in a democratic society.

The data provided to Eurostat in the data sets A1, B1 and C1 contain no confidential information.

### 7.2. Confidentiality - data treatment

Only the airline information data is subject to confidentiality. Before providing the data to Eurostat, the region where they are licensed is coded accordingly either as European Union (EU) or outside the European Union (non-EU).

The data provided to Eurostat in the data sets A1, B1 and C1 contain no confidential information.

**Data confidentiality problems:**

No confidentiality problems.

## 8. Release policy

[Top](#)

### 8.1. Release calendar

Data are not published on national level. They are only published on Eurostat's database.

### 8.2. Release calendar access

Data are not published on national level. They are only published on Eurostat's database.

### 8.3. Release policy - user access

Data are not published on national level. They are only published on Eurostat's database.

## 9. Frequency of dissemination

[Top](#)

Air transport statistics are published monthly 120 days (four months) after the reference month with being preliminary until publishing the annual results.

## 10. Accessibility and clarity

[Top](#)

### 10.1. Dissemination format - News release

Data are not published on national level. They are published on Eurostat's database.

### 10.2. Dissemination format - Publications

Annual report

### 10.3. Dissemination format - online database

No online database is available

### 10.4. Dissemination format - microdata access

Microdata are not accesible.

### 10.5. Dissemination format - other

none

### 10.6. Documentation on methodology

Reference Manual on Air Transport Statistics

### 10.7. Quality management - documentation

annual quality report

## 11. Quality management

[Top](#)

### 11.1. Quality assurance

Before data are sent to Eurostat data are validated according to our rules and procedures.

### 11.2. Quality management - assessment

**Implementation and compliance with the SDMX standards:** Data files in the SDMX standard are generated for data transmission. The SDMX converter is used in that purpose.

The online SDMX converter was used for the conversion and validation of the Eurostat tables of Nov-Dec 2020

## 12. Relevance

[Top](#)

### 12.1. Relevance - User Needs

The main user of the statistics is Eurostat.

### 12.2. Relevance - User Satisfaction

Not available.
<b>12.3. Completeness</b>
The data collection on air transport statistics follows the provisions of the EU regulation.

<b>13. Accuracy</b> <a href="#">Top</a>
<b>13.1. Accuracy - overall</b>
Overall accuracy of the air transport statistics data is satisfactory.
<b>13.2. Sampling error</b>
Not applicable for air transport data collection.
<b>13.3. Non-sampling error</b>
Non sampling errors are minimised by working closely with the relevant airport IT department

<b>14. Timeliness and punctuality</b> <a href="#">Top</a>
<b>14.1. Timeliness</b>
Data-transmission takes place as soon as possible and no later than six months after the end of the period of observation.
<b>14.2. Punctuality</b>
All the statistics required by the provisions of the Regulation 437/2003 are available 2 months before the deadline for the data provisions set up in the legal act.

<b>15. Coherence and comparability</b> <a href="#">Top</a>
<b>15.1. Comparability - geographical</b>
not applicable
<b>15.2. Comparability - over time</b>
As from 2001 the statistics on air transport are comparable over time.
<b>15.3. Coherence - cross domain</b>
There are no cross-domain coherence checks.
<b>15.4. Coherence - internal</b>
not applicable

<b>16. Cost and Burden</b> <a href="#">Top</a>
Airport workloads are kept to a minimum as data providers submit data electronically.

<b>17. Data revision</b> <a href="#">Top</a>
<b>17.1. Data revision - policy</b>
data revision is made when necessary
<b>17.2. Data revision - practice</b>
not available

## 18. Statistical processing

[Top](#)

### 18.1. Source data

**Dataset A1 – Data Suppliers (Passengers on board/Freight and mail on board):** Airports

**Aircraft Information in A1:** Airport data system

**Seats information information in A1:** Airport data system

**Dataset B1 –Data Suppliers (Passengers carried/Freight and mail loaded/unloaded):** Airports

**Datasets A1 and B1 - Use of Air Waybill Data as information source of freight data: Information is collected from official documents provided by the airlines or handling agents (General Declaration**

**Dataset C1 – Bodies that supply the direct transit information to the CNA:** Information is collected from official documents provided by the airlines or handling agents (General Declaration).

**Dataset C1 – Bodies that supply the commercial and total aircraft movement to the CNA:** Information is collected from official documents provided by the airlines or handling agents (General Declaration

### 18.2. Frequency of data collection

monthly

### 18.3. Data collection

**Dataset A1 – Data supplier’s information sources (Passengers on board/ Freight and mail on board):** Data are collected directly from the airlines or their handling agents.

**Dataset A1 – Data transmission to CNA – level of aggregation, system and periodicity (Passengers on board/ Freight and mail on board) :**

Level of aggregation: individual flight level

System: airport data system

Periodicity: monthly

**Dataset B1 – Data supplier’s information sources (Passengers carried/ Freight and mail loaded/unloaded):** Data are collected directly from the airlines or their handling agents.

**Dataset B1 – Data transmission to CNA – level of aggregation, system and periodicity (Passengers carried/ Freight and mail loaded/unloaded):**

Level of aggregation: individual flight level

System: airport data system

Periodicity: monthly

### 18.4. Data validation

**Data validation procedure :**

CNA applies random checks and if errors are detected CNA indicates and requests the correction of the data.

**Description of consistency checks :**

No consistency checks are applied to the data.

### 18.5. Data compilation

After various plausibility checks, the data received from the airports are compiled into monthly data following the structure of the data sets which are preset by regulation (EC) 1358/2003.

**Data codification practices:** The information is supplied to the CNA using the codes requested by the Regulation.

**Problems on data compilation, validation and delivery:** No problem.

### 18.6. Adjustment

Not applicable for air transport data collection.

## **19. Comment**

[Top](#)

Due to Covid-19 the year 2020 was a bad year for Air transport.

## **Related metadata**

[Top](#)

## **Annexes**

[Top](#)