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atmosfair Airline Index

Data reporting requirements for airlines to be listed

atmosfair gGmbH 2012

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1. Introduction

The atmosfair Airline Index (AAI) is a ranking of the world's biggest airlines based on their climate efficiency when transporting payload (passengers and belly freight). This document sets out, what an airline has to do in order to be listed in the AAI.

One of the AAI premises is the use of reviewed data from independent high quality third party sources only, such as OAG or ICAO. Hence, to be included in the AAI an airline has to report data to these third party data sources. This document sets out the reporting requirements for airlines.

- Chapter 2: lists all relevant data sources
- Chapter 3: shows which parameters an airline has to report to which data source
- Chapter 4: indicates reporting deadlines
- Chapter 5: specifies the parameters to be reported

The AAI is based on a methodology building on the CO_2 calculation methodology of the ICAO. The full methodology is documented in a different document available for download on the atmosfair website:

https://www.atmosfair.de/en/air-travel-climate/airline-index/

2. Data sources

This chapter is for background information only. To-do items for airlines will only start as of chapter three.

Main airline specific data sources of the atmosfair airline index are: ICAO TFS, Airline Data, IATA WATS, OAG. These will be described in detail below. What data an airline needs to report to what source by when will then be discussed in the following chapters.

There are more sources to the AAI, however, since airlines need not to report actively to these sources in order to be included in the AAI, they are omitted here for practical reasons.

2.1 OAG

The Official Airline Guide (OAG) is a business branch of United Business Media Limited, a media company based in the UK. OAG has been publishing the Official Aviation Guide since 1929 (available in the past only in the US and with 35 airline companies)
OAG is at the interface between airline companies and flight ticket selling systems. The OAG database contains the flight schedules of all airline companies that submit their schedules to OAG. This flight database contains current and detailed information about past and planned flights, especially types of aircraft and cargo or seat capacities. The process for acceptance of schedules in the database is as follows: Airlines send their flight schedules to OAG in intervals that they determine (daily, weekly or monthly, etc.). Data undergoes quality control at OAG and is then accepted in the database captured in standardized format, and distributed worldwide to global computer reservation systems of travel agencies and airlines, online booking platforms, industry analysts, publishers, government agencies and service providers of the aviation industry. The service is free of charge for airlines. The enticement for the airline companies to submit their flight schedules comes from the associated marketing vehicle for their flight capacities.

Contact Data:

UBM Aviation Head Office
450 Capability Green
Luton
Bedfordshire
LU1 3LU
United Kingdom

2.2 ICAO TFS

The Traffic by Flight Stage – TFS database is a product by ICAOData.com that contains traffic on-board aircraft on flight stages of international scheduled services. The data is classified by international flight stage for each air carrier and aircraft type used, the number of flights operated, the aircraft capacity offered and the traffic (passengers, freight and mail) carried.

Contact Data:

FlightGlobal
Quadrant House, The Quadrant,
Sutton, Surrey SM2 5AS
United Kingdom

2.3 Airline Data T100I

Database Products Inc. (Airline Data) is a company based in the US. Airline Data offers flight data on the US market which the company obtains from the United States Department of Transportation (DOT).
The product called Airline Data T100I contains detailed data for the US market segment (flights within as well as from and to the US) - among others, passenger capacity and passenger capacity utilization as well as cargo capacity and capacity utilization.

Contact Data:

Data Base Products
12770 Coit Road, Suite 1218
Dallas TX 75251
United States

2.4 IATA WATS

The World Air Transport Statistics (WATS) catalog has been published for over 50 years by the International Air Transport Association (IATA). WATS catalogs the capacity utilization factors for passenger and cargo volumes of the largest airline companies worldwide, subdivided by domestic/international and scheduled, pure cargo and charter flights respectively.

Contact Data:

International Air Transport Association – IATA
- WATS Team -
800 Place Victoria
P.O. Box 113
Montreal, Qc
Canada H4Z 1M1

3. Airline types & data sources

This chapter is structured along different airline categories.

➔ To-do: Find the category, in which your airline fits best and find the data sources, to which you need to report, along with the specific data to be reported.

Data are termed here in plane language, more specifics follow in chapter 5.

Eligibility big airline: Note that the AAI covers only the 150 biggest airlines of the world (measured in Revenue Passenger Kilometer (RPK)). atmosfair will verify your eligibility using ICAO data.

3.1 US airline

You are an airline only flying within the US, from or to the US (at least one out of two airports of every city pair is situated within the US).

➔ Nothing additional to do. The AAI database will retrieve your data automatically (through US department DOT and Airline Data).

3.2 Predominately Charter Carrier

You are predominately a Charter Carrier.

➔ You need to report the following data to the following sources:

1. OAG: City pair, aircraft type, seat capacity, cargo capacity
2. WATS or ICAO TFS: Passenger transported, Cargo transported

For OAG you should report your flights as "scheduled charter" in order to make sure they are accepted.

3.3 All other airlines

You do not belong into one of the above categories (US or Charter):

➔ Report according to **<u>one</u>** of the following 3 packages. Which package you choose is up to you.

Package A

1. ICAO TFS: City pair, aircraft type, seat capacity, total payload capacity, passenger transported, cargo transported

Package B

1. OAG: City pair, aircraft type, seat capacity, cargo capacity
2. ICAO TFS: Passenger transported, Cargo transported

Package C

1. OAG: City pair, aircraft type, seat capacity, cargo capacity
2. IATA WATS: load factor passenger domestic, load factor total domestic, load factors passenger international, load factor total international.

4. Deadlines

This chapter shows the deadlines, which airlines have to meet, when reporting data to the different sources.
We have depicted here the case, where an airline aims to be listed in the AAI 2013, which is scheduled to be published in the second or third quarter of 2013. The AAI 2013 will draw upon flight activity data from 2011. The data sources compile and process these 2011 flight activity data in 2012 and make them available in Q4 of 2012 and Q1 of 2013.

4.1 IATA WATS

WATS collects the data using a survey. To get your data into WATS catalogue 56th version (2011 activity data), you have to report to WATS till:

- **End of March 2012**

4.2 ICAO TFS

ICAOData collects the data using a survey. To get your data into TFS 2011 you have to report till end of Q2 2012. According to personal communication with ICAOData a delayed report will still be accepted into the 2011 TFS database. You have to report till:

- **End of Q4 2012**

4.3 OAG

Airlines can report their flight plans in individual intervals (weekly, monthly, quarterly etc.). Referring to OAG Data Team there are several deadlines for reporting because OAG uses the reported Flight Plans for several products. The AAI needs the OAG MaxBureau Database – here the deadline for 2011 data is:

- **End of Q4 2012**

4.4 AirlineData T100I

The data is collected without any direct participation of an airline. For this source there is no deadline.

5. Data definition

This chapter details the data terminology and meaning.

5.1 OAG

Required data:

Term used in AAI (see chapter 3)	Term used by OAG	Description
Airline	Carrier1	IATA Code Airline
Airline	Carrier1Name	Airline plane name
Airline	OpCar	Operational Carrier (“O”) or Code Sharing (“N”)
City Pair	DepAirport	IATA Code Departure Airport
City Pair	ArrAirport	IATA Code Arrival Airport
City Pair	Frequency	Number of Flights
Seat Capacity	Seats	Seats Available
Aicraft type	SpecificAcft	IATA Code Aircraft
Aircraft type	SpecificAcftName	Aircraft
Cargo Capacity	Freightons	Cargo capacity available

5.2 ICAO TFS

Required data:

Package A

Term used in AAI (see chapter 3)	Term used by ICAO TFS	Description
Airline	ICAO Carrier Code	ICAO Code Airline
Airline	Air Carrier	Airline
City Pair	From City ICAO Code	ICAO Code Departure City
City Pair	To City ICAO Code	ICAO Code Arrival City
City Pair	No. of Flights	Number of Flights
Seat Capacity	Passenger Seats Available	Seats Available
Passengers transported	Revenue Passengers Carried	Transported passengers
Total payload capacity	Total Payload Capacity	Total Payload Capacity
Cargo transported	Revenue Traffic Mail	Transported mail (part of total cargo)
Cargo transported	Revenue Traffic Freight	Transported cargo (part of total cargo)
Aicraft type	Aircraft	Aircraft

Package B / 3.2 Charter Carrier

Term used in AAI (see chapter 3)	Term used by ICAO TFS	Description
Airline	ICAO Carrier Code	ICAO Code Airline
Airline	Air Carrier	Airline
City Pair	From City ICAO Code	ICAO Code Departure City
City Pair	To City ICAO Code	ICAO Code Arrival City
City Pair	No. of Flights	Number of Flights
Aicraft type	Aircraft	Aircraft
Passengers transported	Revenue Passengers Carried	Transported passengers
Cargo transported	Revenue Traffic Mail	Transported mail (part of total cargo)
Cargo transported	Revenue Traffic Freight	Transported cargo (part of total cargo)

5.3 IATA WATS

Required data:

Term used in AAI (see chapter 3)	Term used by IATA WATS	Description
Load Factor Passenger domestic	Passenger Load Factor (%)	Passenger Load Factor
Load Factor Passenger International	Passenger Load Factor (%)	Passenger Load Factor
Total Load Factor Domestic	Weight Load Factor (%)	Total Load Factor
Total Load Factor International	Weight Load Factor (%)	Total Load Factor