



الهيئة العامة للإحصاء  
General Authority for Statistics

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## Metadata Report of Air Transport Statistics

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V-2.2

Quality Management



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## 1. Contact

1.1. Contact organization	General Authority for Statistics
1.2. Contact organization unit	Traffic and Transportation Statistics Department
1.3. Contact person function	Director of Traffic and Transportation Statistics Department
1.4. Contact mail address	P.O. Box: 3735 Riyadh, 11481 Kingdom of Saudi Arabia
1.5. Contact email address	<a href="mailto:info@stats.gov.sa">info@stats.gov.sa</a>
1.6. Contact phone number	199009

## 2. Metadata Update

2.1. Metadata last update	13/05/2024
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## 3. Statistical Presentation

3.1. Data description
<p>The Air Transport Statistics Publication in the Kingdom of Saudi Arabia presents recent data on flight movements and passenger traffic at the Kingdom's airports in the air transport sector.</p> <p><b>Air Transport Statistics Publication is a statistical product that collects data through administrative records about key characteristics as follows:</b></p> <ul style="list-style-type: none"><li>• Air traffic at the Kingdom's airports.</li></ul>



- Passenger traffic at the Kingdom's airports.
- Number of airports in the Kingdom.
- Air shipments Quantities.
- Kingdom's air connectivity index.

### 3.2. Classification system

The following classifications are applied in the Air Transport Publication:

#### **National Code of Countries and Nationalities (3166 ISO - codes Country):**

A statistical classification based on the international standard (ISO 3166\_Country codes), which is a standard issued by the International Organization for Standardization (ISO of the UN), and this classification gives numeric and literal codes for the world's (248) countries, based on the classification of countries. The classification is used in the Air Transport Publication to classify Saudi or non-Saudi individuals.

The classifications are available on the GASTAT's website: [www.stats.gov.sa](http://www.stats.gov.sa)

### 3.3. Sector coverage

Air Transport Statistics covers all transport activities.

### 3.4. Statistical concepts and definitions

#### **Terminologies and concepts of the Air Transport Statistics Publication:**

- Airports:

It is the place where all airplanes, such as helicopters, etc., are located, or that carry passengers and cargo.

- International airports:

The airport is equipped to serve external civil lines, can receive all types of aircraft, and can receive more than one aircraft at a time due to the presence of several corridors and offers all kinds of services.

- Domestic airport:

An airport equipped to serve domestic civil airlines (between cities of one country) and often single-aisle with limited services.



- Flight:

The distance traveled by the aircraft from one airport to another airport, and from one country to another.

- International flights:

It means the movement of aircraft between the airports of the Kingdom of Saudi Arabia and all the countries of the world.

- Domestic flights:

It means the movement of aircraft between the airports of the Kingdom of Saudi Arabia.

- Airplane traffic:

Total number of arriving and departing flights to and from the airport per day and across all airlines.

- (Arriving) airplanes:

The number of aircraft that landed at all airports within the Kingdom of Saudi Arabia for different (Saudi, Arabian, and Foreign) airlines.

- (Departing) airplanes:

The number of aircraft that took off from all airports within Saudi Arabia.

- Commercial aviation:

is a part of civil aviation that involves operating airplane for hire or lease, unlike private aviation.

- Passenger on board:

He is the person who travels in an airplane but does not drive it or work on it.

- Departing passengers:

A passenger departing from an airport on a flight but does not include a passenger arriving at and departing from the airport on the same airplane as part of the same flight.

- Arriving passengers:

All passengers departing the airplane at the notified airport, including connecting passengers who disembark and board the aircraft to continue their flight on a different airplane.



- **Kilogram:**

It is the basic unit of mass in the International System of Units (SI), and its symbol is kg.

- **Ton:**

A ton or megagram is a unit of measurement equivalent to 1,000 kilograms, and a ton is mainly used as a unit of mass, as well as a unit of volume.

- **Private airport:**

An airport used by public and private aviation, but not eligible for use by regular airlines.

- **Private aviation:**

It is a luxury aircraft, designed to give passengers total comfort as they travel to their destination, where you don't have to share the plane with dozens or hundreds of passengers.

- **Private Flight:**

A "private" flight is when an aircraft owner (or a friend or family member) uses the aircraft for private use.

- **Airspace:**

A term in aviation that means the area of a country's airspace.

- **Capacity:**

It is defined as the maximum number of aircraft or passengers that can be accommodated in a given period of time.

- **Air route:**

A term referred to the imaginary lines on which aircraft travel, varying in altitudes to avoid accidents so that the aircraft is directed by the control tower and at multiple altitudes.

- **Air connectivity:**

Air connectivity is widely defined as the ability and ease with which passengers and cargo can reach destinations by air.

- **Cargo facilities:**

A cargo terminal within the airport.





- Aviation insurance:

It is an insurance coverage for airplane, and for damage, injury, or loss of life or goods while traveling on airplane.

- Total premiums written:

They are the revenues or premiums due under the insurance policies issued by the company, that is, they represent what the “insured” pay to the company in exchange for its agreement to compensate the insured for damage or loss whose occurrence is directly caused by an insured risk.

- Net written insurance premiums:

The total insurance premiums written minus reinsurance premiums.

- Net incurred claims:

Refers to claims paid by the insurance company after deducting amounts recovered from reinsurers.

- Net earned premiums:

It represents a portion of the insurance premium paid to the insurance company for the period that has elapsed since the inception of the insurance policy during which the company was exposed to loss.

- Insurance documents:

It is a contract entered into between the insurer and the insured, whereby the insurer undertakes to pay the insured or the beneficiary the financial amount stipulated in the insurance contract. In return, the insured undertakes to pay the insurance premium in a single payment or in regular installments.

### 3.5. Statistical unit

Not applicable.

### 3.6. Statistical population

Not applicable.



### 3.7. Reference area

All airports in Saudi Arabia.

### 3.8. Time coverage

Data is available from 2019 to 2023 on an annual basis.

### 3.9. Base period

Not applicable.

## 4. Unit of measure

- Most results are measured by numbers (such as: Number of flights - number of passengers - number of airports) (in thousands - millions).
- Some indicators are calculated as rates in tons and kilograms (such as: Cargo Quantities).
- some results are reported as percentage (such as: The rate of change between 2022 and 2023 for flights, passengers, cargo quantities or air connectivity index).

## 5. Reference period

The data from the administrative records is based on the last day of the reference year, which is received from the General Authority of Civil Aviation, Saudi Air Connectivity Program, and Insurance Authority.



## 6. Confidentiality

### 6.1. Confidentiality - policy

According to the Royal Decree No. 23 dated 07-12-1397, data must always be kept confidential, and must be used by GASTAT only for statistical purposes.

Therefore, the data are protected in the data servers of the Authority.

### 6.2. Confidentiality - data treatment

Data were displayed in appropriate tables to facilitate its summarization, comprehension, and results extraction. Also, to compare data with other data and extract statistical meanings for the study community. As it is easily referenced in the form of tables without accessing sensitive or confidential data, thereby maintaining the principle of statistical data confidentiality.

## 7. Release policy

### 7.1. Release calendar

The Air Transport Statistics Publication is included in the statistical calendar.

### 7.2. Release calendar access

The release calendar is available at: <https://www.stats.gov.sa/en/future-releases>

### 7.3. User access

One of GASTAT's objectives is to better meet its clients' needs, so it immediately provides them with the publication's results once the Air Transport Statistics Publication is published.

**It also receives questions and inquiries of the clients about the Publication and its results through various communication channels, such as:**



- GASTAT official website: [www.stats.gov.sa](http://www.stats.gov.sa)
- GASTAT official e-mail address: [info@stats.gov.sa](mailto:info@stats.gov.sa)
- Client support e-mail: [cs@stats.gov.sa](mailto:cs@stats.gov.sa)
- Official visits to GASTAT's official head office in Riyadh or one of its branches in Saudi Arabia.
- Official letters.
- Statistical telephone: (199009).

## 8. Frequency of dissemination

Annual.

## 9. Accessibility and clarity

### 9.1. News release

The announcements for each publication are available on the statistical calendar as mentioned in 7.2. The press releases can be viewed on the website of GASTAT on the link: <https://www.stats.gov.sa/en/news>

### 9.2. Publications

GASTAT issues the Air Transport Statistics Publication on a regular basis within a pre-prepared dissemination plan and are published on GASTAT's website. GASTAT is keen to publish its publications in a way that serves all users of different types, including publications in different formats that contain (publication tables, data graphs, indicators, metadata, methodology, and questionnaires) in both English and Arabic.

**The results of the Air Transport Statistics Publication are available at:**

[Air Transport statistical | General Authority for Statistics \(stats.gov.sa\)](http://www.stats.gov.sa)



### 9.3. On-line database

Not applicable.

### 9.4. Micro-data access

Not applicable.

### 9.5. Other

Not available.

### 9.6. Documentation on methodology

The framework for publishing Air Transport Statistics is based on concepts, definitions, issues, and classifications derived from the International Civil Aviation Organization ICAO Statistical Reference Manual. This guide is developed by the International Civil Aviation Organization (ICAO), which contributes to a better understanding of definitions and key terms used in air transport statistics, for example. the statistical parameters of commercial air carriers that ICAO requires all countries are established with specific intentions in mind; all data required must correspond to those for the operation of air transport. The purpose is for all data reported for the same entity to be homogeneous and can be used outside of comprehensive analytical processes that compare, for example, movement and capacity data, and those with revenue and cost equivalents. It also ensures data consistency between reports for different air carriers as such allowing performance measurement analysis to be conducted.

In addition to the Dictionary of Transport Statistics, a document prepared by the Inter-secretariat Working Group of the European Statistical Organization (Eurostat), the International Transport Union and the United Nations Economic Commission for Europe "Fourth Edition".

[https://www.icao.int/MID/Documents/2014/Aviation%20Data%20Analyses%20Seminar/9060\\_Manual%20on%20Statistics\\_en.pdf](https://www.icao.int/MID/Documents/2014/Aviation%20Data%20Analyses%20Seminar/9060_Manual%20on%20Statistics_en.pdf)



## 9.7. Quality documentation

Quality documentation covers the documentation of methods and standards for evaluating, measuring and controlling the quality of statistical processes and outputs, which are based on quality principles and standards **such as:** Relevance, accuracy, reliability, timeliness, punctuality, accessibility, clarity, comparability, and consistency.

# 10. Quality management

## 10.1. Quality assurance

GASTAT takes the following principles into consideration: Impartiality, user-oriented, quality of processes and outputs, effectiveness of statistical processes, and reducing the workload of respondents.

The validity of data is verified through procedures and quality controls that are implemented during the process at different stages **such as:** (data entry, data collection, and other final controls).

## 10.2. Quality assessment

GASTAT performs all statistical activities according to a national model (Generic Statistical Business Process Model - GSBPM). According to the GSBPM, the final phase of statistical activities is overall evaluation using information gathered in each phase or sub-process. This information is used to prepare the evaluation report which outlines all the quality issues related to the specific statistical activity and serves as input for improvement actions.

# 11. Relevance

## 11.1. User needs

**Internal users in the GASTAT for Air Transport Statistics Publication data:**

- Statistics of national accounts.



- Tourism, Hajj, and Umrah Statistics.
- The statistical book.
- Price statistics.
- International indicators.

**Some several external users and beneficiaries greatly benefit from Air Transport Statistics Publication data, including:**

- Government entities.
- Regional and international organizations.
- Research institutions.
- Media.
- Individuals.

**The disseminated key variables that used by external users:**

Indicators of Sustainable Development.	Number of passengers and number of Cargo.
General Authority of Civil Aviation	Number of flights, number of passengers and air connectivity between the Kingdom and the countries of the world.

## 11.2. User satisfaction

Not available.

## 11.3. Completeness

Air Transport Statistics Publication data are based on the main source of registered data at the General Authority of Civil Aviation in order to provide comprehensive information on air transport as well as government and private entities associated with transport and warehousing activities, and data in complete status.

# 12. Accuracy and reliability

## 12.1. Overall accuracy

- Data is checked with previous years to identify any significant changes in the data.
- The internal consistency of the data is checked before it is finalized.



- The links between variables are checked and coherence between different data series is confirmed.

## 13. Timeliness and punctuality

### 13.1. Timeliness

GASTAT uses the Special Data Dissemination Standard (SDDS) issued by the International Monetary Fund. According to this Standard, all statistics agencies are required to publish data on an annual basis, and with a delay of not more than mid of year (180 days) after the end of the reference period. If the data are from different source, they may be published in a different frequency.

### 13.2. Punctuality

The publication takes place according to the published release dates on the statistical calendar for Air Transport Statistics Publication on the website of the General Authority for Statistics.

The data are available at the expected time, as scheduled in the statistical release calendar, If the publication is delayed, reasons shall be provided.

## 14. Coherence and comparability

### 14.1. Comparability - geographical

Data are fully comparable.

### 14.2. Comparability - over time

Data is fully comparable over time.





### 14.3. Coherence- cross domain

Not applicable.

#### 14.3.1. Coherence - sub annual and annual statistics

Not applicable.

#### 14.3.2. Coherence- National Accounts

Not applicable.

### 14.4. Coherence - internal

The air transport statistics data have complete internal consistency.

## 15. Data revision

### 15.1. Data revision - policy

Not applicable, only final results will be published.

### 15.2. Data revision - practice

Not applicable, only final results will be published.

## 16. Statistical processing

### 16.1. Source data

The publication relies in its statements on the data of the General Authority of Civil Aviation, the Air Connectivity Program, and Insurance Authority.



The main published variables from the administrative data source are:

- Air traffic at the Kingdom's airports.
- Passenger traffic at the Kingdom's airports.
- Number of airports in the Kingdom.
- Air shipments Quantities.
- Air connectivity index of the Kingdom.
- Aviation insurance.

## 16.2. Frequency of data collection

Annual.

## 16.3. Data collection

### **Data collection from administrative records:**

In coordination with the Authority's departments concerned with the management and collection of data, the records of the Air Transport Statistics Publication are obtained from the General Authority of Civil Aviation - Air connectivity Program, which includes the number of flights, passengers, number of airports, cargo quantities and the air connectivity index of the Kingdom.

The data is stored in the authority's databases after undergoing auditing and review processes following approved statistical methods and recognized quality standards. If errors or discrepancies are discovered, the data is cross-referenced with the data source for correction or clarification.

## 16.4. Data validation

Data are reviewed and matched to ensure their accuracy and precision in a way that suits their nature with the aim of giving the presented statistics quality and accuracy.

The data of the current year publication are compared with the data of the previous year to ensure their integrity and consistency in preparation for processing data and extracting and reviewing results.

In addition to the data processing and tabulation to check their accuracy, all the outputs are stored and uploaded to the database after being calculated by GASTAT to be reviewed and



processed by specialists in Health and Education Statistics through modern technologies and software designed for this purpose.

### 16.5. Data compilation

#### **Data editing:**

Specialists of Traffic and Transportation Statistics Department have processed and analyzed data in this stage, and this step was based on the following measures:

- Sorting and arranging data in groups or different categories in a serial order.
- Summarizing detailed data into key points or data.
- Combining many data segments and ensuring their interconnection.
- Converting data into statistically significant data.
- Arranging, presenting, and interpreting data.

### 16.6. Adjustment

Not applicable, only final results will be published.

## 17. Comment