Presentation

This note relates to the metadata of the follow-up production account. Thus, it describes the definition, range, sources, and methodology used in preparing follow-up production accounts.

Definition

Air transport services comprise transport of passengers and cargo provided by domestic air lines, as well as charter services provided by air taxis. Air Transport industry is divided into two sub-industries: regular transport by airlines and non-regular transport by air taxis.

The following variables are measured: Gross Output (GO), Intermediate Consumption, and Value Added for the Industries Associated with Transportation industry.

Source Data

Administrative Records

- Source Name: Income Statement.
  Reporting Institution: Tax Revenue Service (SII).
  Data used: Revenues from relevant line of business, compensations, and depreciation.
  Frequency: Annual.

Economic Surveys

- Source Name: Air Transport Survey.
  Reporting Institution: Air Transport Companies. Data gathered by the Central Bank of Chile.
  Data used: Operating sales and income, Costs, Operating Costs, Compensations, and Depreciation.
  Frequency: Annual.

Balance Sheets and/or Financial Statements

- Source Name: Annual Reports and Balance Sheets of air transport companies.
  Reporting Institution: Air Transport Companies.
  Data used: Operating Income and Expenditure.
  Frequency: Annual.

- Source Name: FECU reporting form (Uniform Coded Statistical Record).
  Reporting Institution: Superintendence of Securities and Insurance (SSI).
  Data used: Operating Income and Expenditure.
  Frequency: Quarterly.

Statistical Forms & Reports

- Source Name: Compendium of Foreign Exchange Regulations (CNCI), chapter 7, appendix 1.1.
  Reporting Institution: Data provided companies to the Central Bank of Chile.
  Data used: Income and expenditure of domestic air lines which record...
transactions abroad.
Frequency: Quarterly.

Other Statistics

- Source Name: Volume indicators.
  Reporting Institution: Civil Aviation Board (JAC).
  Data used: Passengers/kilometer and tons/kilometer.
  Frequency: Monthly.

Compilation method

The compilation method to transform source data into the production account consists of the following stages:

Aggregation, imputation and validation

Validations and Imputations

The basic sources are validated with the background information obtained from the above-mentioned sources. They are also compared with the information of the previous period.

The imputation process is based on the analysis of Income/Costs ratios by tier. Apart from the imputation process, income information is subject to different statistical analyses.

Classification

The information used for preparing the Production Account of the Air Transport industry is classified as per the International Standard Industrial Classification Rev. 3 (ISIC Rev.3). Products associated to this industry are classified in terms of the Central Product Classification (CPC).

Estimation Procedures

Generally, the procedures used for estimating the follow-up production account depend on the information sources available:

- In the benchmark compilation, every five years, there is often more complete information available; it is then possible, with the source data, to determine the "best level" for the production account components.
- There is generally less complete information for follow-up compilation. So, in order to obtain the "best-change", prices, quantities, and values from the source data above detailed are used as indicators, whose changes are applied to the levels of the 2003 benchmark production account, by extrapolation, deflation, inf lactation, and identities.

The key aspects of the calculation procedure for the main aggregate transactions or variables of the Air Transport follow-up production account are shown below.

i) Gross Output (GO). Value at constant prices is calculated by extrapolation, using quantity indexes. Value at current prices is determined by extrapolation, using value index.

ii) Intermediate consumption (IC). Value at constant prices for the main components is determined by deflated nominal records. In all the other cases, records are obtained by extrapolation using quantity index, and GO as a single indicator. Value at current prices of main components is obtained by extrapolation, using value index. For all the other cases, record is obtained by inf lactation of value at constant prices.

iii) Value Added. Value at constant prices is obtained by the double-indicator method. Value at current prices is obtained as the difference between the GO (at basic prices)
and the IC (at purchaser prices).

Data Reconciliation

Results of Gross Output are conciliated with Balance of Payment records.

The results obtained are analyzed on an intra-industry basis, comparing industries related with the air industry, that is, with services rendered by airports and relevant agencies. Consistency of figures is analyzed in terms of quantum by examining the evolution of the main indicators of quantity of this industry supplied by related agencies.

The Air Transport account is submitted to the balancing processes within the supply-use table framework.

Data Access

Publication

This industry is a component of the Transport group of the CBCH's publications, except for benchmark compilation years disseminated for 73 industries.

Production Account

Period: 2003 through 2007, Base 2003
Link:  [http://www.bccentral.cl/publicaciones/estadisticas/actividad-economica-gasto/aeg01e.htm](http://www.bccentral.cl/publicaciones/estadisticas/actividad-economica-gasto/aeg01e.htm)
Tables: 1.37 through 1.41

Link:  [http://www.bccentral.cl/publicaciones/estadisticas/actividad-economica-gasto/aeg01b.htm](http://www.bccentral.cl/publicaciones/estadisticas/actividad-economica-gasto/aeg01b.htm)
Tables: 1.30 through 1.47

Period: 1986 through 1998, Base 1986
Tables: 1.29 through 1.56

Value Added and GDP

Period: 1960 through 1985, Base 1977