

QUALITY REPORT FOR STATISTICAL SURVEY

Quarterly Report on Air Transport (PZ/T-11) for 2024

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September 2025

0. Basic information

- Purpose, goal, and subject of the survey

The goal of the survey is the collection and dissemination of data on the air transport of passengers, goods and mail. Data are collected on the number and capacity of aircraft in total, kilometres travelled, number of flights and aircraft hours in regular and extraordinary, national and international transport, passenger transport in regular and extraordinary, national and international transport, passenger kilometres in regular and extraordinary, national and international transport, transport of goods and mail – tonnes and tonne-kilometres in regular and extraordinary, national and international transport and the number of employees.

- Reference period

Quarterly

- Legal acts and other agreements

Annual Implementation Plan of Statistical Activities of the Republic of Croatia

Official Statistics Act (NN, Nos 25/20 and 155/23)

Decision on the National Classification of Activities, 2007 version – NKD 2007 (NN, Nos 58/07 and 72/07)

Glossary for Transport Statistics – Fifth edition, Eurostat/UNECE/ITF, translation

- Classification system

National Classification of Activities, 2007 version

- Statistical concepts and definitions

The number of aircraft refers to the total number of aircraft. The number of passenger seats refers to the number of installed seats. The total number of passenger seats of all aircraft is reported.

Aircraft kilometres are kilometres travelled, which indicate the total sum of the lengths of all flights performed on each flight stage, and refer to working (paid) flights.

The number of flights is the total number of performed commercial (paid) flights.

Aircraft hours are hours spent on working (paid) flights (on the form from 2012 to 2013 in the Annual Report on Air Transport (PZ/G-11)).

Transport is carrying of passengers or goods on a certain distance, from the place of embarking/loading to the place of disembarking/unloading. It is shown as the number of passengers carried or the quantity of goods carried. Regular transport is performed on regular lines according to a predetermined flight schedule. Extraordinary transport refers to various forms of transport based on contracts (tourist arrangements, cruises, charter flights, periodic flights, etc.).

National transport is transport on domestic sections. It includes transport between the place of embarkation and the place of disembarkation within the borders of our country.

International transport is transport on international sections. It includes transport between the place of embarkation in our country and the place of disembarkation abroad and vice versa, as well as transport between two places abroad.

Passengers carried are persons who are transported on the aircraft with the agreement of the airline (not including persons who paid for the ticket, but did not use it).

Passenger kilometres are an indicator of the airline's performance and are expressed as a product of the number of transported passengers on a certain section and the linear distance of that section.

Freight carried is the weight of goods and mail transported by an aircraft with the consent of the airline. Tonne-kilometres are an indicator of the airline's performance and are expressed as a product of the weight of transported goods and mail on a certain section and the linear distance of that section.

- **Statistical units**

Business entities, that is, air carriers engaged in the public transport of passengers, goods and mail.

- **Statistical population**

Business entities registered in the activity of air transport in section H of the NKD 2007, class 51.10 Passenger air transport, and class 51.21 Freight air transport, which have a certificate to perform commercial air transport an aircraft in their ownership.

1. Relevance

1.1. Data users

National Accounts

Researchers and scientists, journalists

1.1.1. User needs

The standard applied at the level of the European Statistical System meets the needs of national and international users.

1.1.2. User satisfaction

The first user satisfaction survey of the Croatian Bureau of Statistics was conducted in 2013, the next one in 2015 and 2022, and the last one at the end of 2024. The results of the survey are available on the website of the Central Bureau of Statistics <https://dzs.gov.hr/highlighted-themes/quality/user-satisfaction-surveys/686>.

1.2. Completeness

The survey covers all the variables prescribed by legal acts.

1.2.1. Data completeness rate

Data completeness rate is 100%.

2. Accuracy and reliability

2.1. Sampling error

Not applicable.

2.1.1. Sampling error indicators

The indicator is not applicable.

2.2. Non-sampling error

Not applicable.

2.2.1. Coverage error

The indicator for this survey is not computed.

2.2.2. Over-coverage rate

The indicator is not applicable.

2.2.3. Measurement error

During the statistical data processing, data verification is conducted.

2.2.4. Non-response errors

Non-response errors during processing are reduced to zero by frequent contact with reporting units (by phone, e-mail) and by building good business relations with reporting units.

2.2.5. Unit non-response rate

The indicator is not computed.

2.2.6. Item non-response rate

The indicator is not computed.

2.2.7. Processing errors

The indicator for this survey is not computed.

2.2.8. Imputation rate

The indicator is not applicable.

2.2.9. Model assumption error

The indicator for this survey is not computed.

2.3. Data revision

2.3.1. Data revision – policy

The users of statistical data are informed about revisions on the website of the Croatian Bureau of Statistics, on the link [General Revision Policy of the CBS](#).

2.3.2 Data revision – practice

Unplanned revisions that are caused by events that could not be predicted and could not be influenced in advance (subsequent changes in data sources or subsequently identified errors in previously submitted data) are disseminated as soon as possible.

2.3.3. Data revision – average size

The indicator is not applicable.

2.4. Seasonal adjustment

Not applicable.

3. Timeliness and punctuality

3.1. Timeliness

45 days after the end of the quarter.

3.1.1. Timeliness – first results

The indicator is not applicable.

3.1.2. Timeliness – final results

Timeliness – final results is T + 44,75.

3.2. Punctuality

There is no time lag between the actual publishing date and the target date when they should have been published according to the Calendar of Statistical Data Issues.

3.2.1. Punctuality –delivery and publication

Delivery and publication is 1.

4. Accessibility and clarity

Data are disseminated in electronic form on the website of the Croatian Bureau of Statistics.

4.1. News releases

“Transport”

4.2. Online database

Data are not available in online databases.

4.3. Microdata access

The conditions under which certain users can access microdata are regulated by the [Ordinance on Conditions and Terms of Access and Use of Confidential Statistical Data of the Croatian Bureau of Statistics for Scientific Purposes](#) (NN, No. 5/23).

4.4. Documentation on methodology

The definitions used in data collection are available in the publications of the Croatian Bureau of Statistics (First Releases, Statistical Reports), and other definitions in the Glossary for Transport Statistics, fifth edition.

5. Coherence and comparability

5.1. Asymmetry for mirror flows statistics

Not applicable.

5.2. Comparability over time

Since 1991.

5.2.1. Length of comparable time series

Domain	Domain value	Q1	Q2	Q3	Q4
Republic of Croatia	Transport of passengers and goods	133	134	135	136

5.2.2. Reasons for break in time series

Data have been available since 1991. There was no break in time series.

5.3. Coherence – sub-annual and annual statistics

The indicator is not applicable.

5.4. Coherence – national accounts

The indicator is not applicable.

5.5. Coherence – administrative sources

The indicator is not applicable.

6. Cost and burden

6.1. Cost

The response burden is on the reporting units.

6.2. Burden

The burden on respondents is not measured.