



## DIRECTORS GENERAL OF CIVIL AVIATION-MIDDLE EAST REGION

**First Meeting (DGCA-MID/1)**  
*(Abu Dhabi, UAE, 22-24 March 2011)*

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### **Agenda Item 9: Air Transport**

#### ICAO's WORK PLAN FOR THE 2011-2013 TRIENNIUM IN THE FIELD OF AIR TRANSPORT

*(Presented by the Secretariat)*

##### **SUMMARY**

The Organization's work plan for the 2011-2013 trienniums with respect to the air transport economic analysis and policy programmes was presented to the 37th Session of the ICAO General Assembly (Montréal, 28 September – 8 October 2010) for consideration. After reviewing the plan and considering the proposals submitted by Member States and international organizations, the General Assembly endorsed the future work plan of the Organization in this field. The endorsed work plan and several requests for consideration of the Council of ICAO in implementing the plan are summarized in this paper.

### **1. INTRODUCTION**

1.1 There are pressing issues that States and the industry expressed the wish for ICAO to help address, such as market access, or air carrier ownership and control. Pursuant to its Strategic Objectives, the Organization plans to carry out its work in the economic analysis and policy area in the manner presented below, based on the 2011-2013 work programme endorsed by the Assembly, funded by the Regular Programme Budget and/or through voluntary contributions.

### **2. INTERNATIONAL AIR TRANSPORT REGULATION**

2.1 The General Assembly supported the proposed consideration by the Council of the convening of a worldwide air transport conference (ATConf/6) at an appropriate time during this triennium to assess the situation of the air transport industry, discuss issues of global importance and recommend ways and means to address the challenges facing the international aviation community in this decade. In addition, the Assembly requested the Council to consider the undertaking of further work on a number of issues to advance the sustainable development of air transport, including such areas as airline access to international capital markets and the development of a binding legal draft on the subject. The Council will consider proposals on the convening of this conference and draft agenda at its next Session in May 2011. The DGCA's are welcome to indicate what issues or agenda items they would like ATConf/6, if approved, to address.

2.2 The Organization will continue to provide the ICAO Air Services Negotiation Conference (ICAN) facility to States. India will host ICAN/2011 in Mumbai from 17 to 22 October 2011. States are encouraged to make use of and benefit from this unique service.

2.3 The Organization will engage and cooperate with Member States, the industry, interested organizations and other stakeholders in advancing its objectives on sustainable development of air transport by addressing issues of common interest in the air transport field.

2.4 ICAO will continue to promote and help improve transparency in air transport regulation, and in this regard, ICAO maintains a database of the world's air service agreements (WASA) which is available online. As the content of this database is mainly agreements and arrangements registered by States with ICAO (according to their obligations under Articles 81 and 83 of the Chicago Convention), States are urged to file with ICAO, all air services agreements they have concluded in order to make this database more comprehensive and useful.

2.5 The Organization will continue to monitor, study, address, and keep States informed of significant developments, with respect to emerging issues of major concern such as consumer protection.

### **3. ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES**

3.1 The General Assembly noted the work related to the economic aspects of airports and air navigation services being done by ICAO with industry, in particular concerning the dissemination of ICAO's Policies on Charges for Airports and Air Navigation Services (Doc 9082). It was agreed that any revision or update of this document should be consistent with the recommendations of the Conference on the Economics of Airports and Air Navigation Services (CEANS 2008). The Airport Economics Panel (AEP) and the Air Navigation Services Economics Panel (ANSEP) are expected to assist the Secretariat in this endeavor.

3.2 In addition, strong support was expressed at the General Assembly for ICAO to engage and cooperate with Member States, the industry, interested international organizations and other stakeholders to address issues of common interest in the field of airport and air navigation services economics.

3.3 ICAO will finalize the revision of Doc 9082, to be published as its ninth edition, and will complete the guidance material for the Airport Economics Manual (Doc 9562) and the Manual on Air Navigation Services Economics (Doc 9161). Such an enhancement of ICAO's policies and guidance material will be a useful tool for States in exercising their governance and control duties in an appropriate way in the context of commercialized and privatized airports and air navigation services.

3.4 Towards this end, a joint AEP-ANSEP/4 meeting was held in Montréal from 7 to 11 February 2011 and reviewed the status of the tasks which the panels are involved in follow-up to the CEANS 2008 recommendations.

3.5 Significant progress was made regarding the revision of Doc 9082 and of the two economics manuals, i.e. Doc 9562 and Doc 9161.

3.6 The meeting also defined the basis for the development of guidance material on funding of oversight functions, i.e. safety, security and airport and air navigation services economic oversight at the national and regional levels, as well as on the issue of a template for service level agreements between States and third-party providers.

3.7 Another task arising from CEANS – 2008 that requires the panels' involvement is still pending, namely a study on the development of guidance material for non-economically viable airports.

3.8 ICAO will continue to provide guidance and information to States, airports, air navigation services providers (ANSPs) and users to promote better understanding of the policies on charges, and how they can be applied to assist in the overall improvement of their performance so that the provision and operation of airports and air navigation services is carried out in a cost-effective manner.

3.9 With the objective of increasing the awareness and knowledge of ICAO's policies on charges and obtaining the broadest possible adherence to them, ICAO will continue to hold regional workshops on a cost-recovery basis, to disseminate information on the status of implementation by States of such policies, and to offer training courses on airport charges on a commercial basis.

3.10 Considering the specific nature of airports and air navigation services, there will also be a need to closely follow the development of their financial situation and the consequential impact on charges to ensure that there is an appropriate balance between the interests of all the parties concerned.

3.11 Another related area where substantial work will be required is with regard to the ICAO's Tariffs for Airports and Air Navigation Services (Doc 7100) which serves the purpose of enhancing transparency by making the information on worldwide charges available. This product has been available on-line since December 2010, as an interactive document. The ICAO Secretariat will continue to regularly update this database as well as its other versions (hard copy and CD-ROM).

#### **4. ECONOMIC ANALYSIS**

4.1 The General Assembly endorsed the future tasks planned by the Council in the fields of statistics, forecasting and economic analysis, including the revision of the Manual on the ICAO Statistics Programme (Doc 9060) and the Manual on Air Traffic Forecasting (Doc 8991).

4.2 ICAO's statistical databases, its forecasting capabilities and its resources in economic analysis were recognized as valuable in supporting the development of results-oriented programmes, through the ability to monitor trends and developments on the basis of up-to-date information.

4.3 In the context of the support given to the monitoring of all ICAO Strategic Objectives, assistance will continue to be provided for environmental analysis and to the traffic forecasting groups (TFGs) in the development of regional forecasts and other planning parameters as requested by the respective PIRGs, by taking into account the need for efficiency by pooling resources, while maintaining a single harmonized set of ICAO forecasts.

#### **5. ACTION BY THE MEETING**

5.1 The meeting is invited to note the information contained in this paper.