



**Joint ICAO/AFCAC Regional Symposium for African States
on the Economics of Airports and Air Navigation Services
(Kampala, Uganda, from 17 to 19 August 2009)**

Follow-up actions (ICAO to monitor progress on the various issues by March 2010)

As a follow-up, the Symposium agreed on the ten following actions:

| Actions: | Follow-up by: | | | Other Partners: |
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| | ICAO | AFCAC | STATES | |
| 1) ICAO should retain its position as the global forum for civil aviation in the field of air transport | To continue to play a key role in this field | In cooperation with other regions, to ensure that ICAO maintains its position as the global forum for all international civil aviation matters | To continue to host ICAO meetings and fund them as much as possible should ICAO not be able to do so | Service providers Aviation industry |
| 2) As some States in Africa have a compelling need to have viable airports, ICAO should provide guidance on running of such airports | To continue to assist States in this regard | To coordinate with ICAO, Regional Economics Communities (RECs) and States on this issue | To keep ICAO informed of their needs and new developments in the air transport field in their territories | Donors Developmental partners Aviation industry |
| 3) Ensure that airport and air navigation services charges are only applied towards defraying the costs of providing facilities and services for civil aviation | To continue to collect and publish information on charges and taxes applied by States and monitor their evolution | To coordinate with ICAO, RECs and States on this issue | States should comply with ICAO's policies on charges and desist from levying taxes on international civil air transport indiscriminately | Aviation industry |
| 4) There is a need for a better consultation process between service providers and users | To continue giving advice and assistance to States on the matter | To continue giving advice and assistance to States on the matter | To make consultations mandatory before introducing new or increased charges | RECs Aviation industry |

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| 5) Statistical data is of paramount importance to the planning of airports and air navigation services providers, as well as monitoring their performance | To continue conducting workshops to train staff in charge of handling such data | To coordinate with ICAO in conducting workshops to train staff of service providers in charge of handling such data | To establish an efficient process of collecting and analyzing data to be sent to ICAO | RECs Aviation industry |
| 6) Encourage airports to take advantage of the joint ICAO/ACI training programme on user charges and consider hosting such events | To inform States and service providers on the training programme from time to time | To encourage States and service providers to sponsor candidates | To endeavour to sponsor candidates for this programme | RECs Industry at large |
| 7) States should select the appropriate form of economic oversight according to their specific circumstances, with the objectives, <i>inter alia</i> , to prevent the risk of abuse of dominant position, to ensure non-discrimination and transparency in the application of charges and to protect the interests of passengers and other users | To continue to provide guidance to States and to encourage their application | To encourage States to select the appropriate form of economic oversight | To select the appropriate form of economic oversight according to their specific circumstances | RECs |
| 8) States should ensure that service providers establish performance management systems and Key Performance Areas (KPA)s to measure their performance and also use them in their consultations with users | To continue to provide guidance to States and service providers and to encourage their application | To encourage States and service providers to implement performance management systems | To make every effort to implement performance management systems | Service providers organizations |
| 9) States are encouraged to include ICAO's principles on non-discrimination, cost-relatedness, transparency and consultation into their national legislation or policies, and their air services agreements, to ensure compliance by airports and ANSPs | To keep track of States implementation | To sensitize States and RECs and encourage them to adhere to these ICAO policies | To provide the related information to ICAO | RECs Aviation industry |
| 10) Regional and sub-regional organizations are requested to monitor States implementation of ICAO's policies (survey by March 2010) | Assist regional organizations in this process | To monitor and assist RECs in this process | To provide the related information to ICAO and AFCAC | RECs Aviation industry |