



CONFERENCE ON THE ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES

Montréal, 15 to 20 September 2008

Agenda Item 4: Implementation of ICAO's policies on charges

IMPLEMENTATION OF ICAO'S POLICIES ON CHARGES

(Presented by the Secretariat)

SUMMARY

This paper summarizes the results of the recent ICAO questionnaire to update the Supplement to *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082).

INFORMATION PAPER

1. INTRODUCTION

1.1 Under Article 15 of the *Convention on International Civil Aviation*, States are requested to publish and communicate their charges for airports and air navigation services to ICAO. In this connection, the 36th Session of the ICAO Assembly (A36-15, Appendix F *Airports and air navigation services*) reaffirmed this request for States to ensure that Article 15 is fully respected and to base the recovery of the costs of airports and air navigation services on the principles set forth in Article 15 and additionally in *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082). Furthermore, the Assembly resolution requests the Council to ensure that the guidance and advice contained in Doc 9082 are current and responsive to the requirements of States.

1.2 In order to update the information contained in the Supplement to Doc 9082, a questionnaire on the application of key ICAO cost recovery principles in Doc 9082 was sent to ICAO States on 9 May 2008. This paper summarizes the responses received from States to the questionnaire with respect to the adherence of their national regulations and practices to the ICAO policies on airports and air navigation charges. The Supplement can be downloaded free of charge on the ICAO website <http://www.icao.int/icaonet/dcs/9082.html>.

2. STATES' RESPONSES TO THE QUESTIONNAIRE

2.1 The Supplement to Doc 9082 contains two parts. Part A is a compilation of information received from States on their adherence to some of the key principles of ICAO's policies on charges while part B includes information on States' general charging policies and their implementation.

2.2 As to Part A of the Supplement, the focus in the questionnaire was placed on the basic cost recovery principles applicable to charges for airports and air navigation services, set out in paragraphs 22 (*Cost basis for airport charges*), 23 (*Airport charging systems*), 38-39 (*Cost basis for air navigation services charges*), 40 (*Allocation of costs of air navigation services among aeronautical users*), 41 (*Air navigation services charging systems*) of Doc 9082. Information was also requested to indicate whether the airports and air navigation services are operated by an autonomous entity (or entities) and how the economic oversight function is carried out by the State.

2.3 Sixty-five States responded to the questionnaire of which 11 States notified of their positions for the first time (see Appendix for the list of States). As of 29 August 2008, the 2008 Supplement now contains information from 101 States.

2.4 In Part A, 48 States (74 per cent of the responses) indicated that they generally apply policies and practices that adhere to the principles set out in paragraphs 22 to 23 of Doc 9082 with respect to charges levied for airports. With respect to charges levied for air navigation services, 52 States (80 per cent of the response) indicated that they generally apply policies and practices that adhere to the principles set out in paragraphs 38 to 41 of Doc 9082. In contrast, 11 and nine States respectively responded that their national regulations and practices do not (or do not fully) adhere to ICAO's policies on airport and air navigation services charges. A few States partly responded to the questionnaire but gave no clear indication regarding adherence to ICAO's policies on charges. Data collected from this questionnaire confirms the trend observed in earlier analyses that most States generally apply ICAO's policies. However, the issue remains that the total number of States submitting the information required is still limited and needs to be improved.

2.5 Fifty-four States responded to the question whether their airports and/or air navigation services were operated by autonomous entities and provided also information on the economic oversight function. More than fifty per cent indicated that the airports and air navigation services are fully or partially operated by autonomous entities and more than fifty per cent of these States declared that they were responsible for carrying out the economic oversight function.

APPENDIX

**LIST OF STATES THAT HAVE RESPONDED TO THE
QUESTIONNAIRE**

Angola	Fiji	Norway
Argentina	Finland	Panama
Armenia	France	Philippines
Australia	Georgia	Poland
Austria	Germany	Republic of Moldova
Barbados	Guyana	Romania
Belgium	Iran, Islamic Republic of	Russian Federation
Brazil	Ireland	Serbia
Canada	Jordan	Singapore
Chile	Kenya	Slovenia
China	Lao People's Democratic Republic	South Africa
China (Hong Kong SAR)	Lithuania	Spain
China (Macau SAR)	Luxembourg	Sri Lanka
Cook Islands	Madagascar	Switzerland
Costa Rica	Malaysia	The former Yugoslav Republic of Macedonia
Croatia	Maldives	Tunisia
Cuba	Malta	United Arab Emirates
Cyprus	Mauritius	United Kingdom
Czech Republic	Myanmar	United States
Denmark	Namibia	Uzbekistan
Egypt	Netherlands, Kingdom of the	Venezuela
Ethiopia	Nigeria	