

Statements by the Council
to Contracting States
on
Charges for Airports
and
Route Air Navigation Facilities



Approved by the Council and published by its decision

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*Adopted by the Council at its 23rd meeting,
80th Session, 13 December 1973*



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STATEMENTS BY THE COUNCIL TO CONTRACTING STATES ON CHARGES FOR AIRPORTS AND ROUTE AIR NAVIGATION FACILITIES

INTRODUCTION

1. The two Statements appearing hereafter set forth the recommendations and conclusions of the Council which result from ICAO's continuing study of the problems of charges in relation to the economic situation of airports and route facilities provided for international civil aviation. The Statements take into account the recommendations made in this field by the Conference on the Economics of Route Air Navigation Facilities and Airports (ERFA), held in Montreal 6-23 February 1973 (Doc 9053), and thus supersede the preceding Statements which were prepared by the Council, and published as Doc 8718-C/975, following the 1967 Conference on Charges for Airports and Route Air Navigation Facilities (CARF).

2. The present Statements were adopted by the Council on 13 December 1973, at the 23rd meeting of its 80th session, and are intended for the guidance of Contracting States in the matters dealt with.

Note.—The marginal references appearing in the following Statements indicate the ERFA Conference Recommendation (Rec) or the paragraph of the ERFA Conference Report (R) or of the Council's former Statement (S) from which the material derives.

I.—STATEMENT BY THE COUNCIL TO CONTRACTING STATES ON AIRPORT CHARGES

General economic situation of international airports in relation to that of international air carriers

3. Since the last review in 1967 of the Council's recommendations on the subject of charges for aeronautical facilities provided for international civil aviation, the financial position of the scheduled airlines taken as a whole has deteriorated. Whereas the net global margin of profit recorded for 1967 was 5 per cent of operating revenues it had dwindled to around 0.5 per cent for the year 1971 and many airlines were recording losses. The continuing need to raise capital for new equipment, cost inflation and other factors make it probable that the economic situation of the air carriers will remain delicate in the foreseeable future.

4. Whereas some airports have achieved a situation where revenues more than cover total costs, including capital costs, many continue to make losses and like airlines all airports are affected by the world-wide tendency towards rising costs. While the steady increase in traffic has improved airport revenues, it has taxed existing facilities at many airports, particularly at peak periods. Alleviation of this situation is incurring large additional costs for the airports both in extensions to terminal buildings and accessory facilities in order to maintain the rapid flow of passengers and freight, and in additions to operational facilities (e.g. runways, taxiways, aprons) to accommodate the increasing volume of movements and the larger aircraft in service. The continuing growth of air traffic calls also for the construction of entirely new international airports, in some cases involving investments of many hundreds of millions of dollars, and since the capacity of such airports will be designed to traffic requirements of the future it may be some time before they achieve a satisfactory operating result.

5. Under these circumstances a number of airport authorities may find it necessary to increase their revenues from both aeronautical and non-aeronautical sources. The Council recommends, however, that governments exercise caution in their general policy on airport charges for which they are responsible, taking into account the effect that increases may have on the aircraft operators and on the economy of the countries concerned as a whole.

6. The economic situation of some airports in developing countries is particularly unsatisfactory. Although traffic is increasing, these airports are still greatly under-utilized and revenues are far from covering even the cost of maintenance and operation. The provision of capital for development constitutes a further problem, and difficulties are also experienced in finding qualified personnel. More international assistance is urgently needed for planning, financing and providing airport facilities and the Council has remitted to the Secretary General for continued study and appropriate action how this might be obtained for developing countries.

7. The broader economic impact of international airports, the Council feels, is a particular aspect of their operation which is becoming increasingly deserving of closer attention. Airports by virtue of their function and location have effects extending beyond the users they directly serve, and the Council considers that in contemplating the establishment and development of such facilities Contracting States should carefully weigh their advantages and disadvantages from a cost-benefit standpoint: for example, noise may be considered a disadvantage while, on the other hand, industrial development, transportation and communication may be considered as advantages. National policies in the matter of reducing or eliminating disadvantages will vary, but governments when contemplating action in any particular situation should however recognize that the responsibility for remedies does not necessarily fall solely on any one of the parties involved.

R10 (a)

Rec 17

- R10 (c) 8. The Council will keep the subject of the economic situation of airports under review and make reports to Contracting States at appropriate intervals, assessing changes in the situation and forecasting developments in the foreseeable future.

Principles relating to user payment at international airports

- S9 9. As a general principle it is desirable, where an airport is provided for international use, that the users shall ultimately bear their full and fair share of the cost of providing the airport. In computing and allocating the total cost to be paid for by charges on international air services, the list in Appendix 1 may in general serve as a guide to the facilities and services to be taken into account, but only those in general use by international air services should be included and facilities or premises exclusively leased or occupied and charged for separately should be excluded. In assessing charges the following principles should also be applied:

- (i) The cost to be shared is the full economic cost to the community of providing the airport and its essential ancillary services, including appropriate amounts for interest on capital investment and depreciation of assets, as well as the cost of maintenance and operation and management and administration expenses, but allowing for all revenues, aeronautical or non-aeronautical, accruing from the operation of the airport to its operators.
- (ii) An allocation of costs should be considered in respect of space or facilities utilized by government authorities.
- (iii) The proportion of costs allocable to various categories of users, including State aircraft, should be determined on an equitable basis, so that no users shall be burdened with costs not properly allocable to them according to sound accounting principles.
- (iv) In general aircraft operators and other airport users should not be charged for facilities and services they do not use, other than those provided for and implemented under the Regional Plan.
- (v) Under favourable circumstances airports may produce sufficient revenues to exceed by a reasonable margin all direct and indirect costs (including general administration, etc.) and so provide for retirement of debt and for reserves for future capital improvements.
- (vi) The users' capacity to pay should not be taken into account until all costs are fully assessed and distributed on an objective basis. At that stage the contributing capability of States and communities concerned should be taken into consideration, it being understood that any State or charging authority may recover less than its full costs in recognition of local, regional, or national benefits received.
- (vii) Where any preferential charges, special rebates, or other kinds of reduction in the charges normally payable in respect of airport facilities are extended to particular users, governments should ensure as far as practicable that any resultant under-recovery of costs properly allocable to the users concerned is not shouldered onto other users.
- (viii) Airport charges levied on international general aviation, although needing to respect Article 15 of the Chicago Convention, should be assessed in a reasonable manner, having regard to the cost of the facilities needed and used and the goal of encouraging the growth of international general aviation.

Principles relating to charging systems

- S10 10. Charging systems at international airports should be chosen in accordance with the following principles:
- (i) Any charging system should so far as possible be simple and suitable for general application at international airports.
 - (ii) Charges should not be imposed in such a way as to discourage the use of facilities and services necessary for safety.
 - (iii) The charges must be non-discriminatory both between foreign users and those having the nationality of the State of the airport and engaged in similar international operations, and between two or more foreign users.

The basis for landing and associated charges

- S11 11. The Council recommends that governments and airport authorities consider inclusion of the following factors when establishing airport charging methods at international airports:
- (i) Landing charges should be based on the weight formula, using the maximum permissible take-off weight as indicated in the certificate of airworthiness (or other prescribed document) as the basis for assessment.
 - (ii) The landing charge scale should be based on a constant rate per 1 000 kilogrammes or pounds in weight, but the rate may be varied at a certain level or levels of weight if considered necessary.
 - (iii) No differentiation in rates should be applied for international flights because of the stage length flown.
 - (iv) A single charge should be applied for costs of as many as possible of airport-provided facilities and services for normal landing and take-off of aircraft (generally excluding hangars and certain terminal-building and other facilities as are normally handled by leases or other usual commercial practices).
 - (v) Where restrictions on aircraft payload are imposed by airport limitations, consideration should be given locally to adjusting the landing charge indicated by the weight scale in cases where the restrictions are of a severe and long-lasting nature.
 - (vi) The period of free parking time for aircraft immediately following landing should be determined locally by considering aircraft scheduling, space availability and other pertinent factors.
 - (vii) Maximum permissible take-off weight as indicated in the certificate of airworthiness (or other prescribed document) should also be used so far as possible as the basis for determining charges associated with use of parking, hangar and storage space available for common use.
 - (viii) Maximum flexibility should be maintained in the application of all charging methods to permit introduction of improved techniques as they are developed.

- R94
- (ix) Where charges are levied by different authorities at an airport, they should as far as possible be consolidated into a single charge or a very small number of different charges, the combined revenues being distributed among the authorities concerned in a suitable way.
 - (x) The ordinary landing charge should cover the use of lights and special radio aids for landing where these are required, since it is in the interest of safety that aircraft operators should not be discouraged from utilizing aids by the imposition of separate charges therefor. If separate charges are made for facilities of this kind, they should not be levied on the basis of optional use but should be uniformly imposed on all landings occurring during periods established by the airport operator.

Passenger-service charges

- S12
Rec 18
12. The Council reaffirms that passenger-service charges are not objectionable in principle and recognizes that the revenue accrued from such charges is essential to the economy of a significant number of airports. There are however practical objections to the collection of passenger-service charges directly from the passenger, especially at large airports, and the difficulties associated with that mode of collection will become more and more acute with the continuing growth of passenger traffic and the increasing number of high-capacity aircraft entering into service, especially at busy terminal buildings during peak hours. Methods to alleviate these difficulties have been found and are implemented at a number of airports, and the Council considers that these could serve as useful guides to other airports experiencing similar difficulties. Additionally, the Council continues to see co-operative study of the matter by airport authorities and airlines as being capable of alleviating the collection problems still prevailing, and accordingly again commends this approach as one deserving to be attempted anew.

Consultation on new or revised user charges and for airport planning purposes

- S13
Rec 1(a)
13. The Council recognizes the desirability of consultation with airport users before significant changes in charging systems or levels of charges are introduced, it being understood that the purpose of consultation is to ensure that the provider gives consideration to the views of users and the effect the charges will have on them; that consultation implies discussions between users and providers in an effort to reach general agreement on any proposed charges; and that failing such agreement airport authorities would continue to be free to impose the charges concerned. It is not possible to lay down a specific procedure for consultations of this kind owing to the diversity in the administrative, financial and legal frameworks within which airports function, but the Council recommends that:
- S14
- S14 (i) (i) When any significant revision of charges is contemplated by an airport operator or other competent authority, appropriate prior notice should, so far as is possible, be given 4 to 6 months in advance to the principal users, either directly or through their representative bodies in accordance with the regulations applicable in each State.
 - S14 (ii) (ii) In any such revision the airport users should, so far as is possible, be given the opportunity to submit their views to and consult with the airport operator or competent authority.
 - S14 (iii) (iii) Reasonable advance notice of the final decision on any revision of charges should be given to the airport users.

- Rec 1(c) 14. The Council furthermore considers it desirable in the light of the enormous and ever-increasing cost of new airports and major developments at existing airports that the users or their representative organizations be consulted from the beginning of such projects. Equally, in order that airport authorities may better plan their future financial requirements, airport users, particularly airlines, should for their part provide reliable advance planning data to individual airport authorities on a 5 to 10-year forecast basis relating to future types, characteristics, and numbers of aircraft expected to be used; the anticipated growth of passengers and cargo to be handled; the special facilities which the airport users desire; and other relevant matters. Such planning could best be accomplished by two-way discussions between airports and airlines, either directly or through their respective representative organizations.

Fuel "throughput" charges

- S15 15. The Council recommends that where fuel "throughput" charges are imposed they be recognized by airport authorities as being concession charges and that fuel concessionaires should not therefore add them automatically to the price of fuel to the consumer, although they may properly include them as a component of their costs in negotiating fuel supply prices with aircraft operators. The Council further recommends that any such charges where imposed should be assessed by airport operators in such a manner as to avoid discriminatory effects, either direct or indirect, for both fuel suppliers and aircraft operators and to avoid their becoming an obstacle to the progress of civil aviation. To these ends the Council also recommends that the organizations of airport operators and airlines study further the effects of these charges and whether it would be appropriate to replace them by other sources of revenue.
- Rec 19

Development of revenues from concessions, rental of premises and "free zones"

- S16 16. The Council recognizes the continuing importance to airports of income derived from non-aeronautical sources such as concessions, rental of premises, and "free zones". The Council recommends that airport authorities should encourage the full development of revenues of this kind, having regard to the need for moderation in charges to the public, the requirements of passengers, and the need for terminal efficiency. All possibilities for developing concession revenue should be studied and ICAO should be kept informed of practices and conclusions in this regard so that the benefit of experience may be made available to all.

**II.—STATEMENT BY THE COUNCIL TO CONTRACTING STATES
ON CHARGES FOR ROUTE AIR NAVIGATION FACILITIES**

*General economic situation of international route air navigation facilities
in relation to that of international air carriers*

17. The global costs being incurred in providing route air navigation facilities and services for international civil aviation are climbing rapidly. Estimated figures for 1967 and 1971 indicate an increase of the order of 12 per cent per annum during that period. The global revenues deriving from the use of route air navigation facilities and services may be presumed to have increased even faster, since user charges are being introduced in more and more States and there has also been the tendency for those already existing to increase in the meantime. These trends notwithstanding, however, it is apparent that global revenues are still far from approaching global costs because there are many Contracting States that do not impose user charges of this character and many others that impose them at a modest level relative to the cost of the facilities and services provided.

18. In the face of the mounting burden of costs certain States now levying no charges at all or only modest charges are contemplating changes in their present policies. As in the case of airports, the problems involved in providing and maintaining the facilities required by Regional Plans are particularly serious for the developing countries, principal among these being the limited financial resources available for economic development generally; the higher priority assigned to other sectors of the economy whose needs are considered more urgent; and the high cost of procuring equipment and operating personnel from other countries.

19. On the other hand, and as was noted in the case of airport charges, the economic situation of the air carriers is and will probably remain delicate.

R4
S22
20. States should therefore exercise caution in their general policy on charges for route navigation facilities for which they are responsible and should take into consideration their effect on the aircraft operators, as well as on the economy of the countries concerned as a whole. The Council, recognizing that international co-ordination in the matter of charges continues to be highly desirable, will be prepared on request to assist States to harmonize their charging systems on a regional or other basis.

R5
21. The Council will keep the whole subject of the economic situation of route facilities under review and will make reports to Contracting States at appropriate intervals, assessing changes in the situation and forecasting developments in the foreseeable future. The Council has also remitted to the Secretary General for continued study and appropriate action the question of how more assistance might be obtained for developing countries in planning, financing and providing en route facilities.

Principles relating to user payment for route facilities

S23
22. As a general principle, where route air navigation facilities or services are provided for international use, the providers may require the users to pay their share of the related costs. In computing and allocating the total cost to be paid for by charges on international air services, the list in Appendix 2 may in general serve as a guide to the facilities and services to be taken into account, but only those in general use by international air services should be included and facilities or services provided on contract or by the carriers themselves should be excluded.

- S24 23. States should consider the practical value of including interest, depreciation, and administrative costs in their accounts for route facilities and services even when such costs are not sought to be met by user charges. On the other hand, an allocation of costs should be made to take into account the use of facilities and services by State or exempted aircraft, so that these costs are not recovered from other users. In general, where any preferential charges, special rebates, or other kinds of reduction in charges normally payable in respect of route facilities and services are extended to particular users, Contracting States should ensure, so far as practicable, that any resultant under-recovery of costs properly allocable to the users concerned is not shouldered on to other users. The charges levied on international general aviation, although needing to respect Article 15 of the Chicago Convention, should be assessed in a reasonable manner, having regard to the cost of the facilities needed and used and the goal of encouraging the growth of international general aviation.
- S25 24. It is important that international civil aviation should not be asked to meet costs which are not properly allocable to it. Care should be taken in calculating any charges to be imposed for route air navigation facilities and services that suitable allowances are made, for example, for:
- (i) other utilization of the facilities and services in question (including domestic civil aviation, military aviation, non-aeronautical users);
 - (ii) the cost of any facilities and services that exceed the requirements of international civil aviation as laid down in regional plans and the reports of relevant meetings;
 - (iii) any excessive expenditure in the construction, operation, or maintenance of the facilities and services provided.
- S26 25. Governments may also choose to recover less than full costs in recognition of local, regional, or national benefits. It is for each State to decide for itself whether, when, and at what level any such charges should be imposed, and it is recognized that States in developing regions of the world, where financing the installation and maintenance of route facilities is difficult, are particularly justified in asking the international airlines to contribute through user charges towards bearing a fair share of the cost of the facilities. The approach towards the recovery of full costs should, however, be a gradual progression.

Allocation of route facility costs among aeronautical users

26. The accounting for route facility costs and the allocation to international civil aviation of its due share of such costs are matters which the Council has decided require further study, and in due course it will be formulating more specific guidelines on these subjects to supplement what presently appears in paragraphs 22-25 above. Pending the outcome of this work the Council considers however that there is the following additional advice which it can usefully offer at the present time:
- Rec 8(i) (i) States should acquire basic utilization data in respect of route air navigation facilities and services, including the number of flights by category of user (i.e., air transport, general aviation, and other) in both domestic and international operations, and other data such as the distance flown and aircraft type or weight, where such information is relevant to the allocation of costs and the cost recovery system.
- Rec 8(ii) (ii) As one appropriate method of costing and cost allocation, States should consider using, insofar as is relevant and feasible, the ICAO questionnaire addressed to Contracting States as the basis for the studies by the ICAO SERF Panel (Appendix 2 of ICAO Circular 103-AT/24), pending adoption of any alternative method which States might prefer, including any methods that might result from further ICAO studies.

Rec 7

- (iii) An equitable method of allocating the costs of route services between the different categories of users is for such costs to be allocated using the same rules as those used for the calculation of route charges, applying for both operations the same criteria to a given category of aircraft (i.e. allocation of costs and calculation of the charge per flight, or per flight weighted by distance, or per flight weighted by distance and by weight).

Principles applicable to charging and charging systems

S27

27. In the event of new or revised charges for route air navigation facilities and services being introduced in accordance with the principles set forth in paragraphs 22-25 above, the State or States concerned should ensure that the charges are also in accordance with the following principles:

- (i) Any charging system should, as far as possible, be simple, equitable and suitable for general application at least on a regional basis. The administrative cost of collecting charges should not exceed a reasonable proportion of the charges collected.
- (ii) The charges should not be imposed in such a way as to discourage the use of facilities and services necessary for safety or the introduction of new aids and techniques. The facilities or services provided for in the ICAO Regional Plan or in any recommendations of the relevant ICAO Regional Air Navigation Meeting as are approved by the Council, are, however, considered to be necessary for general safety and efficiency.
- (iii) The system of charges must be non-discriminatory both between foreign users and those having the nationality of the State or States providing the route air navigation facilities and services and engaged in similar international operations, and between two or more foreign users.
- (iv) Any charging system should take into account the cost of providing route air navigation facilities and services and the effectiveness of the services rendered, assessed in relation to the facilities and services provided for and implemented under the ICAO Regional Plan, supplemented where necessary pursuant to the recommendations made by the relevant ICAO Regional Air Navigation Meeting and as approved by the Council. The charging system should be introduced in such fashion as to take account of the economic and financial situation of the users directly affected, on the one hand, and that of the provider State or States, on the other.
- (v) Charges should not be levied on users for:
 - (a) any such facilities and services prescribed by the ICAO Regional Plan (or supplementary recommendations of Regional Meetings approved by the Council) as are not actually provided; or
 - (b) any facilities and services not prescribed by the ICAO Regional Plan (or supplementary recommendations of Regional Meetings approved by the Council), unless such are provided at the request of operators.
- (vi) Charges should be levied in such a way that no facility or service is charged for twice with respect to the same utilization. In cases where certain facilities or services have a dual utilization (e.g., at the airport and en route), their cost should be equitably distributed in the charges (for airport or route facilities and services).

Standardization of charging methods

S28
Rec 9 28. The objective in choosing a method of charging for route air navigation facilities and services is to find one that will be simple, equitable, and generally applicable. With these considerations in mind the Council recommends that the charge for the use of route air navigation facilities and services should, as far as possible, be a single charge per flight, that is to say, it should constitute a single charge for all route facilities and services provided by a State or group of States for the airspace to which the charge applies. The charge should be based essentially on:

(i) the distance flown within a defined area;

(ii) the aircraft weight.

The element of distance flown, taken as one of the acceptable measures of the service rendered, should be applied by means of a distance scale using great circle distances or other commonly agreed distances. The element of aircraft weight should be applied by means of a weight scale using broad intervals which should be standardized as far as possible. This weight scale should take into account, less than proportionately, the relative productive capacities of the different aircraft types concerned.

Rec 9 29. Without prejudice to the guidelines provided above, which constitute a charging system for general application, the Council recognizes however that:

(a) the characteristics of a given airspace will determine the most appropriate charging method for that airspace, having regard to the type of traffic, the distances flown, and the characteristics of the aircraft in that airspace;

(b) when the distance flown and/or the aircraft types are reasonably homogeneous, the distance and weight elements may be separately or jointly neglected as the case may be.

Charges for route air navigation facilities and services used by aircraft when not over the provider State

S29
Rec 10 30. The providers of route air navigation facilities and services for international use may require the users to pay their share of the cost of providing them regardless of where the utilization takes place. In the particular case where the aircraft does not fly over the provider State there are however difficult and complex problems associated with the collection of route facility charges, and it is for the States to find the appropriate kind of machinery on a bilateral or regional basis for meetings between provider States and those of the user airlines, aiming to reach as much agreement as possible concerning the costs of the facilities and services provided, the charges to be levied and the methods of collection of these charges.

Consultation on new or revised user charges and for route facility planning purposes

S30 31. The principles enunciated with respect to consultation over changes in airport charges in paragraph 13 are applicable also to changes in route facility charges, but in the latter case there may also exist a need for more specific consultation between providers and airlines since route facilities are generally provided by governments and it will therefore be easier to obtain a consultative opinion concerning their charges than in the case of airport charges where a number of conflicting interests may arise.

S31 32. On the understanding that consultation implies no more than discussions between users and providers in an attempt to reach general agreement on any proposed charges, and that failing such agreement governments would continue to be free to impose the charges concerned, the Council therefore recommends that:

- (i) When any significant review of existing charges or the imposition of new charges is contemplated by a provider of route air navigation facilities, appropriate prior notice should, so far as possible, be given to the principal users, either directly or through their representative bodies, in accordance with the regulations applicable in each State.
- (ii) In any such review, these users should, so far as is possible, be given the opportunity to submit their views to and consult with the competent authority.
- (iii) Reasonable advance notice of the final decision on any review of charges should be given to these users.

S31 (iv) 33. In order that providers may better plan their future financial requirements, the Council furthermore considers that route facility users, particularly airlines, should for their part, either directly or through their representative bodies, provide reliable advance planning data on a 5 to 10-year forecast basis relating to future types, characteristics and numbers of aircraft expected to be used; the special facilities which the users desire; and other relevant matters.

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APPENDIX 1**GUIDE TO THE FACILITIES AND SERVICES TO BE TAKEN
INTO ACCOUNT BY AIRPORTS IN COMPUTING THEIR TOTAL COSTS***Basic landing facilities and services*

Landing area with cleared approaches and taxiways with necessary drainage, fencing, etc.

Air traffic control for approach, landing, taxiing and take-off with necessary communications (sometimes partly or wholly provided by other than the airport operators).

Apron for temporary parking, loading, unloading and servicing aircraft.

Passenger and public waiting rooms and concourse with necessary heating, lighting, janitor service, police service, approach roads, etc.

Fire and ambulance service in attendance.

Special landing facilities and services

At night and during bad visibility by day: Lights for approach, landing, taxiing and take-off, radio and other special aids for approach, landing and take-off (sometimes provided by other than the airport operator).

Other facilities and services provided for aircraft operators

Hangar, workshop, stores, garage and other technical accommodation.

Parking space for longer than necessary for routine loading, unloading, and servicing.

Land leased to aircraft operators for various purposes.

Assistance in handling passengers and cargo, and necessary equipment.

Towing and other handling of aircraft.

Special servicing of aircraft (air conditioning, cleaning, etc.).

Accommodation for airline offices, traffic counters and air crews, and for the handling of passengers and cargo.

Communication facilities (aircraft operating agency messages – Class B).

Provision of aircraft fuel and other technical supplies, and also of maintenance and repairs for aircraft (usually via concessions).

Common services such as the provision of light, heat, power and heating fuel.

Accommodation for other than aircraft operators

Accommodation for shops, hotels, restaurants, parcel checking rooms, motor transport organization, telegraph office, post office, banks, etc.

Facilities paid for directly by the public (sight-seeing, car parking, etc.)

Accommodation for necessary government activities, customs, immigration, public health, agricultural quarantine, etc.

Land rented to other than aircraft operators (including grazing rights, etc.)

APPENDIX 2**GUIDE TO THE ROUTE AIR NAVIGATION FACILITIES AND SERVICES
TO BE TAKEN INTO ACCOUNT BY PROVIDING AUTHORITIES IN
COMPUTING THEIR TOTAL COSTS***Air traffic services*

Air traffic services provided for aircraft en route, including area control and flight information and alerting services, as distinct from the services provided for approach and aerodrome control.

Communication facilities and navigation aids

Communication facilities and visual and radio aids to navigation, including radar, for safety and regularity of en route flights including both air-to-ground and ground-to-ground communications when these are used directly or indirectly in connexion with the preparation for, or the conduct of, a flight. Communications used for approach or aerodrome control are excluded as also are the communication facilities used by the carriers for purely commercial purposes.

Meteorological services

All that part of the meteorological service allocable to civil aviation, including a part of the cost of meteorological observation stations as well as the cost of meteorological services to air crew provided at airports. All meteorological aid provided to aviation is regarded as a route service.

Other ancillary aviation services

R26

All that part of the services allocable to civil aviation of any permanent civil establishment of equipment and personnel maintained for the purposes of providing such services as search and rescue, accident investigation, aeronautical charts and information services.

END

ICAO PUBLICATIONS IN THE AIR TRANSPORT FIELD

The following summary gives the status and also describes in general terms the contents of the various series of publications in the air transport field issued by the International Civil Aviation Organization:

International Standards and Recommended Practices on Facilitation (designated as Annex 9 to the Convention) which are adopted by the Council in accordance with Articles 37, 54 and 90 of the Convention on International Civil Aviation. The uniform observance of the specifications contained in the International Standards on Facilitation is recognized as practicable and as necessary to facilitate and improve some aspect of international air navigation, while the observance of any specification contained in the Recommended Practices is recognized as generally practicable and as highly desirable to facilitate and improve some aspect of international air navigation. Any differences between the national regulations and practices of a State and those established by an International Standard must be notified to the Council in accordance with Article 38 of the Convention. The Council has also invited Contracting States to notify differences from the provisions of the Recommended Practices;

Council Statements on policy relating to air transport questions, such as the economics of airports and en-route air navigation facilities, taxation and aims in the field of facilitation;

Digests of Statistics which are issued on a regular basis, presenting the statistical information received from Contracting States on their civil aviation activities;

Circulars providing specialized information of interest to Contracting States. They include regional studies on the development of international air passenger, freight and mail traffic and specialized studies of a world-wide nature;

Manuals providing information or guidance to Contracting States on such questions as airports and air navigation facility tariffs, air traffic forecasting techniques and air transport statistics.

Also of interest to Contracting States are reports of meetings in the air transport field, such as sessions of the Facilitation Division and the Statistics Division and conferences on the economics of airports and air navigation facilities. Supplements to these reports are issued, indicating the action taken by the Council on the meeting recommendations, many of which are addressed to Contracting States.

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