



Transmittal Note

AMENDMENT No. 1

TO

STATEMENTS BY THE COUNCIL
TO CONTRACTING STATES
ON CHARGES FOR AIRPORTS
AND ROUTE AIR NAVIGATION FACILITIES
(Doc 9082-C/1015)

Please replace existing pages 13 and 15 by the attached
new pages 13 and 15.

APPENDIX 1

GUIDE TO THE FACILITIES AND SERVICES TO BE TAKEN INTO ACCOUNT BY AIRPORTS IN COMPUTING THEIR TOTAL COSTS

**Basic approach, landing and take-off 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).

**Meteorological services (see Appendix 2 as to when an allocation of the costs of these services, proportional to their utilization for airport operations, should be considered).*

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 approach, landing and take-off 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.

* Revised text as approved by the ICAO Council at its 4th meeting, 84th session, 5 March 1975.

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 in particular among the facilities and services whose costs are to be so allocated, those that furnish civil aviation with meteorological forecasts, briefs and observations, as well as SIGMET information, VOLMET broadcasting material and any other meteorological data provided by States for the use of civil aviation. All meteorological services provided to civil aviation may, for simplicity of costing, be considered an en route service, subject to the provision that where a State considers that such services are utilized for airport operations to a substantial extent, it should consider allocating the costs of these services as between airport and en-route utilization.

Other ancillary aviation services

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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.

* Revised text as approved by the ICAO Council at its 4th meeting, 84th session, 5 March 1975.

** More detailed guidance concerning the inventorying of route facilities and services and the computation and allocation of their costs will be found in The Cost-Accounting and Cost-Allocation Guidelines relating to En-Route Air Navigation Facilities and Services, published by ICAO in Doc 9161-AT/724.

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