

**Statements by the Council
to Contracting States
on
Charges for Airports
and
Route Air Navigation Facilities
1981**



Approved by the Council and published by its decision

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*Adopted by the Council at its 9th Meeting,
104th Session, 27 November 1981*



AMENDMENTS

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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 which follow set forth the recommendations and conclusions of the Council which result from ICAO's continuing study 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 Airport and Route Facility Economics (CARFE), held in Montreal from 19 May to 5 June 1981 (Doc 9343), and thus supersede the preceding Statements which were prepared by the Council, and published as Doc 9082-C/1015, following the 1973 Conference on the Economics of Route Air Navigation Facilities and Airports (ERFA).
2. The present Statements were adopted by the Council on 27 November 1981, at the Ninth Meeting of its 104th Session, and are intended for the guidance of Contracting States.

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 1973 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 as a whole has been unsteady, their operating result fluctuating between minus one per cent and plus five per cent of revenues over the period 1973 to 1980. Revenues and expenses have been increasing rapidly, and, taking into account the situation regarding fuel prices, inflation and re-equipment needs, the outlook is for the economic situation of the air carriers to remain delicate in the foreseeable future.

4. Whereas many busy airports have reached the point where their revenues exceed their expenses, many others continue to make losses, particularly those with under-utilized capacity. Traffic growth over the long term has improved airport revenues, but it has also taxed existing facilities at many airports, particularly at peak periods. Alleviation of this situation has involved large additional costs, both in extensions to terminal buildings and related 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.

5. Airports have also been affected by worldwide inflation and have had to cope with certain additional costs, including the costs of meeting greatly increased security requirements and, for certain airports, the cost of adopting noise alleviation or prevention measures. At the same time, reduced rates of traffic growth have resulted in reduced revenue growth.

6. Under these circumstances many airport authorities have found it necessary to increase their charges and to further develop revenues from non-aeronautical sources. The Council, recognizing that users face restrictions with regard to their choice of particular airports, recommends that caution be exercised when attempting to compensate for shortfalls in revenue during periods of economic difficulty and that account be taken of the effects of increased charges on air carriers which may need to adjust their tariffs to deal with increases in cost arising from higher charges.

7. The Council considers that there should be a balance between the respective interests of airports and airlines, in view of the importance of air transport in fostering economic, cultural and social interchanges between States. This applies particularly during periods of economic difficulty. The Council therefore recommends that States should encourage a greater level of co-operation between airports and air carriers, to ensure that economic difficulties facing both of them are shared in a reasonable manner.

8. 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. The Council will therefore continue to take appropriate action for obtaining more assistance for developing States in planning and financing airport facilities.

9. The broader economic impact of international airports is a particular aspect of their operation which continues to deserve close 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.

10. 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.

The cost basis for airport charges

11. 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. It is therefore important that airports maintain accounts which provide information which is adequate for the needs of both airports and users and that the facilities and services related to airport charges be identified as precisely as possible. In computing and allocating the total cost to be met 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. Airports should maintain accounts that provide a satisfactory basis for determining and allocating the costs to be recovered, should publish their financial statements on a regular basis and should provide adequate financial information to users in consultations. The guidance on accounting contained in the ICAO Airport Planning Manual (Doc 9184 Part I) may be found useful in this general context although there are other approaches to this problem.

12. In determining the cost basis for airport charges the following principles should 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) 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.
- (iii) Only the cost of those facilities and services in general use by international air services should be included and the cost of facilities or premises exclusively leased or occupied and charged for separately should be excluded.
- (iv) An allocation of costs should be considered in respect of space or facilities utilized by government authorities.
- (v) 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.
- (vi) Costs related to the provision of approach and aerodrome control should be separately identified.
- (vii) 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.
- (viii) 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.

Airport charging systems

13. 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.
 - (iv) 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 categories of users, governments 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.
14. 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) Where charges for approach and aerodrome control are levied as part of the landing fee or separately, they could take aircraft weight into account but less than in direct proportion.
 - (iv) No differentiation in rates should be applied for international flights because of the stage length flown.
 - (v) 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).
 - (vi) 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.
 - (vii) 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.
 - (viii) For the determination of charges associated with use of parking, hangar and long-term storage of aircraft, maximum permissible take-off weight and/or aircraft dimensions (area occupied) should be used so far as possible as the basis.
 - (ix) Where charges are levied by different authorities at an airport, they should, so 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 for their use. 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 operators.
- (xi) Maximum flexibility should be maintained in the application of all charging methods to permit introduction of improved techniques as they are developed.
- (xii) 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.

Passenger-service charges

15. 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 operated, 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. The Council also emphasizes the need for consultations between airport authorities and airlines at the local level, with a view to alleviating collection problems.

Security charges

16. The Council notes that States are responsible for ensuring the implementation of adequate security measures at airports pursuant to the provisions of Annex 17 and that they may delegate the task of providing individual security functions to such agencies as airport authorities, airlines and local police. The Council also notes that States may determine in which circumstances and the extent to which the costs involved in providing security facilities and services should be borne by the State, the airport authorities or other responsible agencies. With reference to the recovery of security costs from the users, the Council recommends that the following general principles be applied:

- (i) Consultations should take place before any security costs are to be assumed by airports, airlines or other entities.
- (ii) The authorities concerned may recover the costs of security measures at airports from the users in a fair and equitable manner, subject to consultation.
- (iii) Any charges or transfers of security costs should be directly related to the costs of providing the security services concerned and should be designed to recover no more than the relevant costs involved.
- (iv) No discrimination should be exercised between the various categories of users when charging for the level of security provided. Additional costs incurred for extra levels of security provided regularly on request to certain users may also be charged to these users.
- (v) When the costs of security at airports are recovered through charges the method used should be discretionary, but such charges should be based either on the number of passengers or on aircraft weight, or a combination of both factors. Security costs allocable to airport tenants may be recovered through rentals or other charges.

- (vi) Charges may be levied either as additions to other existing charges or in the form of separate charges but should be subject to separate accounting and appropriate explanation.

Noise-related charges

17. The Council recognizes that although reductions are being achieved in aircraft noise at source, many airports will need to continue the application of noise alleviation or prevention measures. The Council considers that the costs incurred in implementing such measures may, at the discretion of States, be attributed to airports and recovered from the users and that States have the flexibility to decide on the method of cost recovery and charging to be used in the light of local circumstances. In the event that noise-related charges are to be levied the Council recommends that consultations should take place on any items of expenditure to be recovered from users and that the following principles be applied:

- (i) Noise-related charges should be levied only at airports experiencing noise problems and should be designed to recover no more than the costs applied to their alleviation or prevention.
- (ii) Any noise-related charges should be associated with the landing fee, possibly by means of surcharges or rebates, and should take into account the noise certification provisions of Annex 16 in respect of aircraft noise levels.
- (iii) Noise-related charges should be non-discriminatory between users and not be established at such levels as to be prohibitively high for the operation of certain aircraft.

Consultation with users regarding charges and airport planning

18. 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:

- (i) when any significant revision of charges or imposition of new charges is contemplated by an airport operator or other competent authority, appropriate prior notice should, so far as 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.
- (ii) in any such revision of charges or imposition of new charges 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. For this purpose the airport users should be provided with adequate financial information.
- (iii) reasonable advance notice of the final decision on any revision of charges or imposition of new charges should be given to the airport users.

19. 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 regular 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 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.

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

20. The Council recognizes the continuing importance to airports of income derived from such sources as concessions, rental of premises, and "free zones". The Council recommends that, with the exception of concessions that are directly associated with the operation of air transport services, such as fuel, in-flight catering and ground handling, the full development of revenues of this kind be encouraged having regard to the need for moderation in prices to the public, the requirements of passengers, and the need for terminal efficiency. All possibilities for developing airport concession revenues 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.

Fuel "throughput" charges

21. The Council recommends that where fuel "throughput" charges are imposed they should be recognized by airport authorities as being concession charges of an aeronautical nature and that fuel concessionaires should not add them automatically to the price of fuel to aircraft operators, although they may properly include them as a component of their costs in negotiating fuel supply prices with aircraft operators. The level of fuel "throughput" charges may reflect the value of the concessions granted to fuel suppliers and should be related to the cost of the facilities provided, if any. The Council also 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.

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

22. The global costs of providing route air navigation facilities and services for international civil aviation have continued to increase rapidly in recent years. However the level of cost recovery is now greater than it was in 1971. This improved level of cost recovery is the result of the widespread introduction of route facility charges and increases in already existing charges, as States endeavoured to narrow the gap between revenues and expenses.

23. Since the economic situation of the air carriers is likely to continue to be delicate, States should exercise caution in their general policy on charges for route air navigation facilities and take into consideration the effect on the air carriers, which may need to adjust their tariffs to deal with increased costs arising from new or higher charges. The Council considers that a balance should be maintained between the respective interests of route facility providers and airlines, and therefore recommends that States should encourage a greater level of co-operation between them.

24. 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 obtaining equipment and operating personnel from other countries. The Council will continue to take appropriate action for obtaining more assistance for developing countries in planning and financing en-route facilities.

25. 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 cost basis for route facility charges

26. 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, but international civil aviation should not be asked to meet costs which are not properly allocable to it. The Council therefore encourages States to maintain accounts for the route facilities and services they provide in a manner which ensures that route facility charges levied on international civil aviation are properly cost based.

27. The Council considers that an equitable cost recovery system could proceed from an accounting of total route facility costs incurred on behalf of aeronautical users, to an allocation of these costs among categories of users and finally to the development of a charging or pricing policy system. In computing the total costs to be paid for by charges on international air services, the list in Appendix 2 may serve as a general guide to the facilities and services to be taken into account. The guidance on cost accounting provided in the ICAO Manual on Route Air Navigation Facility Economics (Doc 9161) may also be found useful in this context.

28. When establishing the cost basis for route facility charges, the following principles should be applied:

- (i) The costs should be the full economic cost of providing the route facilities and services, including interest, depreciation and administrative costs.

- (ii) The costs to be taken into account should be those 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. Any other facilities and services, unless provided at the request of operators, should be excluded, as should the cost of facilities or services provided on contract or by the carriers themselves, as well as any excessive construction, operation, or maintenance expenditures.

29. 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

30. The allocation of route facility costs among aeronautical users should be carried out in a manner equitable to all users. The proportions of cost attributable to international civil aviation and other utilization of the facilities and services (including domestic civil aviation, State or other exempted aircraft, non-aeronautical users) should be determined in such a way as to ensure that no users are burdened with costs not properly allocable to them according to sound accounting principles. The Council recommends that States should:

- (i) 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.
- (ii) take into account the guidance on cost allocation contained in the ICAO Manual on Route Air Navigation Facility Economics (Doc 9161),* although they may use any accounting approach they consider meets their particular requirements.

31. Among alternative approaches to the allocation of the costs of route facilities and services between the different categories of users, the Council considers that one equitable method of allocating these costs among 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).

Route facility charging systems

32. States should ensure that systems used for charging for route air navigation facilities and services and any new or revised charges are established in accordance with the following principles:

- (i) Any charging system should, so 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.

* The guidance contained in Doc 9161 (1976 edition) is to be revised and further developed, with the intention of also including alternative approaches to the allocation of the cost of route facilities and services between the different categories of users.

- (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) 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 categories of 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.
- (v) Any charging system should take into account the cost of providing route air navigation facilities and services and the effectiveness of the services rendered. 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.
- (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).
- (vii) 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.

33. The charge for route air navigation facilities and services should, so 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 so far as possible. This weight scale should take into account, less than proportionately, the relative productive capacities of the different aircraft types concerned.

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

- (i) 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;
- (ii) 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

35. The providers of route air navigation facilities and services for international use may require all users to pay their share of the cost of providing them regardless of whether or not the utilization takes place over the territory of the provider State. Accordingly, wherever a State has accepted the responsibility for providing route facilities over another State, over the high seas or in an airspace of undetermined sovereignty (in accordance with the provisions of Annex 11 and Regional Air Navigation Agreements approved by the Council), the State concerned may levy charges on all users for the facilities and services provided.

36. The collection of route facility charges in cases where the aircraft does not fly over the provider State poses difficult and complex problems. 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 users, aiming to reach as much agreement as possible concerning the facilities and services provided, the charges to be levied and the methods of collecting these charges. A State may delegate to another State or to an organization the authority to levy such charges on its behalf.

Consultation with users regarding charges and route facility planning

37. The principles enunciated with respect to consultation over changes in airport charges in paragraph 18 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.

38. 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 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.
- (ii) in any such review, these users should, so far as possible, be given the opportunity to submit their views to and consult with the competent authority. For this purpose the users should be provided with adequate financial information.
- (iii) reasonable advance notice of the final decision on any review of charges should be given to these users.

39. When major new route facilities or services are being planned it is desirable that the regular users of route facilities and services or their representative organizations be consulted as early as practicable. Equally, in order that route facility providers may better plan their future financial requirements, the Council considers that users, particularly airlines, should either directly or through their representative bodies, provide advance planning data relating to future types, characteristics and numbers of aircraft expected to be used; the special facilities which the users desire; and other relevant matters, to the extent possible on a 5 to 10 year forecast basis.

APPENDIX 1**GUIDE TO THE FACILITIES AND SERVICES
TO BE TAKEN INTO ACCOUNT IN COMPUTING AIRPORT COSTS****Basic approach, landing and take-off facilities and services*

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

Approach and aerodrome control: 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.

Space for parking and long-term storage of aircraft.

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).

* Further guidance on airport accounting is provided in the ICAO Airport Planning Manual (Doc 9184 Part 1).

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.

Security measures, equipment, facilities and personnel for the following functions:

Inspection/screening of passengers and cabin baggage.

Security in departure/arrival lounges, including transfer/transit lounges.

Security of airside areas.

Security of landside areas.

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.)

Noise alleviation and prevention

Noise monitoring systems, noise suppressing equipment and noise barriers.

Land or property acquired around airports.

Soundproofing of buildings near airports and other noise alleviation measures arising from legal or governmental requirements.

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 by 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

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 —

* Further guidance concerning the inventorying of route facilities and services and the computation and allocation of their costs is contained in the ICAO Manual on Route Air Navigation Facility Economics (Doc 9161).

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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