



Doc 9082/7
Amendment No. 1
24/8/07

ICAO'S POLICIES ON CHARGES FOR AIRPORTS AND AIR NAVIGATION SERVICES

(Seventh Edition — 2004)

AMENDMENT NO. 1

1. The attached amendment to Doc 9082 includes information on the subject of *Emissions-related aircraft charges to address local air quality problems at or around airports*.
 2. Please insert the attached paragraphs 30A and 30B in the Seventh Edition of Doc 9082.
-

**Emissions-related aircraft charges to address local air quality problems
at or around airports**

30A. The Council recognizes that although reductions in certain pollutants emitted by aircraft engines that affect local air quality (LAQ) are being addressed by a variety of technical or operational measures, some States may opt to apply emissions charges to address LAQ problems at or around airports. The Council considers that the costs incurred in mitigating or preventing the problem 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 LAQ emissions-related charges are to be levied the Council recommends that all the following principles be applied:

- i) LAQ emissions-related charges should be levied only at airports with a defined local air quality problem, either existing or projected, and should be designed to recover no more than the costs of measures applied to the mitigation or prevention of the damage caused by the aircraft.
- ii) The cost basis for charges should be established in a transparent manner and the share directly attributable to aircraft should be properly assessed.
- iii) Consultations with stakeholders should take place before any such charges are imposed on air carriers.
- iv) LAQ emissions-related charges should be designed to address the local air quality problem in a cost-effective way.
- v) LAQ emissions-related charges should be designed to recover the costs of addressing the local air quality problem at airports from the users in a fair and equitable manner, should be non-discriminatory between users and not be established at such levels as to be prohibitively high for the operation of certain aircraft.
- vi) It is recommended that in levying LAQ emissions-related charges special consideration be given to the need to reduce the potential impact on the developing world.
- vii) LAQ emissions-related charges could be associated with the landing fee, possibly by means of surcharges or rebates, or in the form of separate charges but should be subject to the proper identification of costs.
- viii) It is recommended that the aircraft emissions charges scheme be based on data that most accurately reflect the actual operations of aircraft. In the absence of such data, ICAO standardized LTO-cycle times-in-mode should be used (ICAO Annex 16 – *Environmental Protection to the Convention on International Civil Aviation*, Volume II – *Aircraft Engine Emissions*).

- ix) Any State imposing LAQ emissions-related charges on aircraft that are in international operation should annually report the existence of such charging schemes to ICAO. The charging authority should maintain records regarding the fees collected and the use of funds to be made available to all users.

30B. Additional guidance on LAQ emissions-related charges appears in *Guidance on Aircraft Emissions Charges Related to Local Air Quality* (Doc 9884).