



**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



ICAO NAM/CAR/SAM WORKSHOP ON AIRPORT AND AIR NAVIGATION SERVICES CHARGES



Key Recommendations



Key Outcomes

- ✓ Strengthen cost-based economic oversight and technical capacity. States should ensure that airport and ANS charges are supported by transparent cost-allocation methodologies, sound financial justification, and specialized regulatory expertise, particularly when major infrastructure investments must be recovered without imposing disproportionate or unexpected costs on airlines and users.
- ✓ Institutionalize consultation and regional cooperation. States should maintain structured consultation mechanisms among regulators, airport operators, ANSPs, airlines, and users, while also using ICAO and regional platforms to share best practices, harmonize cost-presentation approaches, and strengthen economic oversight across the region.
- ✓ Expand regional collaboration and stakeholder engagement: Continued cooperation with ICAO, regional organizations, airlines, and development partners is essential to support technical capacity building, benchmarking, peer learning, and sustainable infrastructure development, particularly for the unique challenges faced by Small Island Developing States.
- ✓ Avoid negative impact of excessive taxation on air transport and ensure that taxes collected in aviation are substantially used to improve the air transport system.

Key Recommendations



- 1) States should continue to strengthen the compliance with Article 15 of the Chicago Convention and the implementation of ICAO policies on charges, including the key principles on non-discrimination, cost-relatedness, transparency, and consultation with users.
- 2) States should periodically assess their legal and regulatory frameworks and charging practices against the ICAO policies, and identify areas requiring improvement.
- 3) The distinction between charges and taxes should continue to be emphasized in future ICAO workshops and other forum.
- 4) ICAO, States and industry partners should establish a **follow-up work programme** to enhance the implementation of ICAO charging policies. Attention was raised to provide more practical guidance and/or exercises on calculating airports and air navigation services charges, best practices on economic oversight and consultation process.
- 5) ICAO should organize future regional workshops/ meeting/ assistance to monitor progress/ support implementation of ICAO policies in Charges, share lessons learned and focused on areas where additional technical assistance or ICAO guidance is required.
- 6) States, airports, ANSPs and airlines are encouraged to participate in the available trainings/workshops on charges provided by ICAO and the industry stakeholders.
- 7) States and all Aviation Stakeholders are invited to attend and participate in the ATConF/7 - November 2026. Prepare, coordinate positions and contributions and propose the future of Air Transport

Thank You

