

ICAO Framework for Aviation Charges *An Airline Perspective*

A. Lack of adherence to ICAO Doc 9082 (no user consultations)

1. The charge increase comes as a surprise

- A. Lack of adherence to ICAO Doc 9082 (no user consultations)
- 1. The charge increase comes as a surprise
 - 2. The charge increases are not gradual and they happen as a spike

A. Lack of adherence to ICAO Doc 9082 (no user consultations)

- 1. The charge increase comes as a surprise
 - 2. The charge increases are not gradual and they happen as a spike
 - 3. Negative impact on airlines financial performance

- B. User consultations are a "tick in the box"
 - 1. One way high level meetings (informative not consultative)

- 1. One way high level meetings (informative not consultative)
- 2. Not transparent (no/insufficient visibility over financial information provided)

- 1. One way high level meetings (informative not consultative)
- 2. Not transparent (no/insufficient visibility over financial information provided)
- 3. Not cost related (charges level often benchmarked with surrounding FIRs/Airports)

- 1. One way high level meetings (informative not consultative)
- 2. Not transparent (no/insufficient visibility over financial information provided)
- 3. Not cost related (charges level often benchmarked with surrounding FIRs/Airports)
- 4. Discriminatory

- 1. One way high level meetings (informative not consultative)
- 2. Not transparent (no/insufficient visibility over financial information provided)
- 3. Not cost related (charges level often benchmarked with surrounding FIRs/Airports)
- 4. Discriminatory
- 5. Decided by MoF prior to user engagements

- 1. One way high level meetings (informative not consultative)
- 2. Not transparent (no/insufficient visibility over financial information provided)
- 3. Not cost related (charges level often benchmarked with surrounding FIRs/Airports)
- 4. Discriminatory
- 5. Decided by MoF prior to user engagements
- 6. Not done with the concerned audience

- 1. One way high level meetings (informative not consultative)
- 2. Not transparent (no/insufficient visibility over financial information provided)
- 3. Not cost related (charges level often benchmarked with surrounding FIRs/Airports)
- 4. Discriminatory
- Decided by MoF prior to user engagements
- Not done with the concerned audience
- 7. Done when it is too late and after investments are commenced

C. Lack of economic regulation

1. There is no platform which regulates the user charges setting process

C. Lack of economic regulation

- 1. There is no platform which regulates the user charges setting process
- 2. There is no dispute mechanism to allow raising concerns to the regulator

Messages to CAAs and Service providers

- The need for an effective economic regulation
- The need for collaborating decision making (CDM) prior to any investment
- Please engage us ahead of time so we can include charges revisions in the annual budget planning process.
- It is a cooperative approach and we all need to work together!

Thank You!

