



Joint ACAO/IATA/ICAO Workshop on Airports & Air Navigation Charges

(Rabat, Morocco, 27-28 November 2018)

Outcomes



- Attendance
 - 58 Participants
 - 12 States
 - 9 International Organizations
- Facilitators
 - Mr. Mohamed Rejeb, ACAO
 - Mr. Mohamed Smaoui, ICAO
 - Ms. Rose Al Osta, IATA



Workshop Objectives

The objectives of the workshop were to:

- promote the value of aviation and highlight the economic challenges faced by the different stakeholders in the aviation value chain
- raise awareness for the ICAO Doc 9082
- provide a training session for the ICAO building block methodology in setting user charges
- highlight the importance of having an effective economic regulation that protects the interests of both service providers and users
- introduce the concept of CRM (Customer Relationship Management) and share global best practices (Irish CAA) and showcase the first regional initiative (SANS). This is to introduce the need for having a continuous dialogue between airlines and service providers to discuss investments, charge revisions and performance levels
- stress the importance of linking the charge to the level of service (value for money) for the users
- address the identified challenges and issues from different perspectives
- agree on a harmonized regional approach that would balance the needs of the different stakeholders in the aviation value chain



Agenda

- Session 1: Opening
- Session 2: Regional Economic Overview & the Value of Aviation
- Session 3: ICAO Framework for Aviation Charges
- Session 4: Moving Towards a Customer Centric Approach & Performance Based Service Providers
- Session 5 & 6: The Concept of Building blocks in Aviation Charges
- Session 7: MET charges
- Session 8: Calculating the Overall Charges Level
- Session 9: Wrap up and Conclusion



Background/References

- Chicago Convention: Art 15
- Doc 9082: ICAO's Policies on Charges for Airports and Air Navigation Charges
- Doc 9562: Airport Economics Manual
- Doc 9161: Manual on Air Navigation Services Economics
- Doc 9587: Policy and Guidance Material on the Economic Regulation of International Air Transport
- Doc 9626: Manual on the Regulation of International Air Transport
- Doc 7100: Tariffs for Airports and Air Navigation Services



Challenges 1/3

- The ICAO principles related to airports & air navigation charges are not systematically implemented; or implemented in different ways:
 - ✓ *non-discrimination;*
 - ✓ *cost-relatedness;*
 - ✓ *transparency; and*
 - ✓ *consultation with users*
- There is sometimes a tendency that national air carriers receive some kind of preferential treatment
- The lack of alignment on the definition and level of transparency required by service providers to allow for meaningful user consultations
- Governmental constraints (national legislations) preventing service providers from fully abiding to the ICAO principles



Challenges 2/3

- Scope and proliferation of charges; and complexity of the formulas used for the calculation of charges; in particular for the air navigation charges that cover the charges for ATM, CNS, PANS-OPS, AIM and MET, which might be provided by different service providers
- The lack of a regular two-way dialogue between service providers and airlines to discuss investments and user charges
- Charges for small airports where the cost relatedness principle becomes very expensive if applied
- Justification of charges' increase: non-implementation of performance based approach with economical and impact assessments/studies linking needs to improved quality of service, investments in infrastructure/systems, etc.; and with necessary KPAs and KPIs for monitoring



Challenges 3/3

- Insufficient visibility on the financial information provided by airports and ANSPs
- Lack of information sharing by airlines (development plans and traffic forecasts)
- Lack of guidance for the recovery of costs related to safety, security and economical oversight (left to State's discretion)
- Lack of economic regulations framework/process for setting airports and air navigation charges; and identifying the procedures in case of dispute
- Lack of economical oversight from the Regulators
- Increase of charges by States at different dates, not allowing for proper predictability by the airlines to reflect changes during their budgeting cycle



Recommendations 1/2

- Raise awareness about the ICAO's Policies and tools on Charges for Airports and Air Navigation Charges, and aim to have common understanding of how the ICAO principles could be achieved, taking into consideration the best practices from within and outside the Region
- ACAO, IATA and ICAO, in coordination with ACI and CANSO to identify the best regional mechanism to provide a Forum for States (airports, ANSPs including MET Service Providers, regulators) and airlines to share information and best practices and address difficulties and challenges related to airports and air navigation charges, on regular basis
- States should ensure that airports and ANSPs consult with users and that appropriate performance management systems are in place; the first step is to promulgate economic regulations
- Service providers are encouraged to establish appropriate mechanisms for measuring their operational performance
- States to exercise their economic oversight responsibilities over the airport operators and ANSPs, with clear definition of roles and powers.



Recommendations 2/2

- ICAO to consider the review of the Doc 9082 to split the MET charges from the air navigation charges
- Airport operators and ANSPs are encouraged to disclose information about their systems' performance and make available adequate financial information and identify as precisely as possible the facilities and services subject to airport and air navigation charges
- Increases in charges should be introduced gradually and with sufficient notice to airlines.
- Service providers (Airports and ANSPs) are encouraged to create a platform (CRM as an example) that would allow for a continuous dialogue with airlines and other customers and stakeholders. This is to ensure alignment and optimize the benefits among the different stakeholders in the aviation value chain
- Airlines are encouraged to share their development plans with Airports and ANSPs to allow them better plan investments and allow for more accurate traffic forecasts. For competition concerns, a non-disclosure agreement might be necessary.



Bаярлалаа
 спасибо
 Баярлалаа
 faafetai lava
 nanni
 nandri
 kiitos
 dankie
 dhanyavad
 hvala
 mauuru
 koszonom
 enkosi
 bayarlalaa
 gracie
 dziekuje
 sobodi
 dekuji
 mesi
 didi madloba
 sagolun
 najis tuke
 kam sah hammida
 rahmat
 তোমাকে ধন্যবাদ
 рахмат
 danke
 謝謝
 spas
 mersi
 kia ora
 barka
 welalin
 tack
 vinaka
 спасиби
 blagodaram
 ngiyabonga
 tesekkür ederim
 mahalo
 tapadh leat
 хвала
 asante
 manana
 obrigada
 murakoze
 tenki
 chokran
 dank je
 misaotra
 matondo
 paldies
 grazzi
 mochchakkeram
 djiere dieuf
 tau
 дякую
 mamnun
 go raibh maith agat
 chnorakaloutioun
 gracias ago
 gracias
 sulpáy
 taiku
 kop khun krap
 ありがとう
 tanemirt
 rahmet
 grazie
 arigato
 takk
 dakujem
 trugarez
 sukriya
 terima kasih
 감사합니다
 xixie
 eucharistw
 diolch
 dhanyavadagalau
 shukriya
 merci
 merci
 merci