CONFERENCE ON THE ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES

Montréal, 15 to 20 September 2008

DRAFT REPORT ON AGENDA ITEM 3.4

Agenda Item   3:   Specific issues related to air navigation services economics and management
            3.4:   Economic and organizational aspects related to implementation of the global air traffic management (ATM) concept

3.4.1   **Documentation**

Secretariat (WP/16) addressed economic and organizational issues in the context of ICAO's *Global Air Traffic Management Operational Concept* (Doc 9854). For an efficient and cost-effective implementation of the concept, especially in the areas of infrastructure financing and development of a "seamless" airspace, international cooperation and collaboration within the ATM community should be enhanced. To emphasize the importance of international cooperation, an amendment of Doc 9082 was proposed. Since the implementation of the concept is an ongoing process, ICAO should continue to monitor the developments in order to decide whether additional policies and guidance on this subject are necessary in the future.

Australia (WP/45) recognized the role of States and third party data providers in the transition from aeronautical information service (AIS) to aeronautical information management (AIM). The paper canvassed a number of institutional and economic issues associated with this transition including the extent of States' obligation, cost recovery, and liability, copyright and ownership of the data, which should be addressed by the AIS-AIM Study Group.

Panama (WP/72) described its experience of liberalization of air transport, privatization of its airport, and the implementation of area navigation (RNAV). Cooperation with neighbouring States to set common goals could improve the operational efficiency.

France on behalf of EU, ECAC and their Members (WP/54) presented Europe's "total system" approach covering all air transport infrastructure charges which are in line with and, where possible, go beyond ICAO's policies aimed at ensuring transparency, fairness, comparability and predictability. The paper proposed strengthening of regional approaches to these issues, through the drafting of guidance.

Members of LACAC (WP/51) requested ICAO to study and consolidate economic and legal aspects of regional multinational organizations as vehicles for the implementation of the global ATM operational concept. Regional bodies should encourage their Member States to follow ICAO's guidelines so that national provisions will be consistent with global guidelines.

Members of the North Atlantic Systems Planning Group (NAT SPG) (WP/32) presented issues being confronted in the North Atlantic Region with regard to ensuring the availability and sustainability of the air navigation services infrastructure required for satellite communication services. The paper requested ICAO to study the ownership and control of the air navigation services infrastructure and develop a draft service level agreement for use by ANSPs to ensure that private third party service providers perform in line with recognised safety and performance requirements.

CANSO (WP/38) made the Conference aware of the issues related to the transition of AIS to AIM, suggested that guidance be provided to the AIS-AIM Study Group on the charging principles contained in Doc 9082 as they relate to the provision of aeronautical information/data.

Mali (WP/43 – information paper) provided some information relevant to this item (see paragraph 3.1.1).

European Commission (WP/56 – information paper) provided information on the main content of the second package of the "Single European Sky" (SES II), which is based on four main interrelated pillars: performance and sustainability, technology, safety, and airports.

3.4.2   **Discussion**

3.4.2.1   In light of the globalization of the air transport system and the requirement for efficient and cost-effective implementation of the global ATM operational concept, the Conference agreed to the draft conclusions presented in WP/16, as well as the paper's proposed amendments to the relevant parts of Doc 9082 on international cooperation. The Conference also agreed that Doc 9082 should mention the importance of regional approaches to the implementation of the global concept, noting benefits such as enhanced transparency, fairness, and the availability of comparable and predictable air transport infrastructure costs.

3.4.2.2   Concerning economic and other institutional issues associated with the transition from AIS to AIM, the adoption of specific conclusions was considered premature. It was agreed therefore that appropriate guidance be provided to the AIS-AIM Study Group and ensure coordination between the related technical and economic aspects.

3.4.2.3   There was also support for the proposal that ICAO develop a draft service level agreement template for use by ANSPs when dealing with private third-party providers. In this regard, the Conference agreed it would be useful that, as part of its regular work, ICAO conduct a focused case study on the ownership and control of air navigation services infrastructure.

3.4.3   **Recommendation**

3.4.3.1   From the documentation and ensuing discussion on economic and organizational aspects related to implementation of the global ATM concept under Agenda Item 3.4, the Conference adopted the following recommendation:

RECOMMENDATION 14 – ECONOMIC AND ORGANIZATIONAL ASPECTS RELATED TO IMPLEMENTATION OF THE GLOBAL AIR TRAFFIC MANAGEMENT (ATM) CONCEPT

THE CONFERENCE RECOMMENDS THAT:

a) States should strive for the efficient and cost-effective implementation of the global ATM operational concept, using the GANP as the implementation planning document, through international cooperation and collaboration within the ATM community;

b) States consider facilitating implementation of the global ATM operational concept by adopting, where appropriate, a regional approach in order to enhance transparency, fairness, and comparability and predictability of the costs of air transport infrastructure;

c) ICAO should continue to monitor developments in economic and organizational aspects related to the global ATM operational concept and the GANP, in order to determine whether additional policies and guidance on this subject will be necessary in the future;

d) ICAO should support the work of AIS-AIM Study Group with respect to economic and other institutional aspects associated with the transition from AIS to AIM as required;

e) ICAO should undertake a case study on the ownership and control of the air navigation services infrastructure, including the development of a draft service level agreement for use by ANSPs, to ensure that private third-party providers perform in line with recognized safety and performance requirements; and

f) ICAO should amend paragraphs 12 and 20 of Doc 9082 to emphasize the need for international cooperation, as well as to refer to regional approaches, in the implementation of the global ATM operational concept and the GANP.

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