



ICAO

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North American, Central American and Caribbean Office
INFORMATION PAPER

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**Seventh Meeting of the North American, Central American and Caribbean Directors of Civil Aviation
(NACC/DCA/07)**

Washington, D. C., United States, 19 – 21 September 2017

Agenda Item 9: Other Business

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

(Presented by IATA)

EXECUTIVE SUMMARY	
This information paper provides an update the group on IATA's engagement in regional airport and ATC Charges matters. ATC Charges crosses several lines of business and has a significant impact on safe, effective and efficient provision of air traffic services.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport
<i>References:</i>	<ul style="list-style-type: none">• ICAO Doc 9082 - <i>ICAO's Policies on Charges for Airports and Air Navigation Services.</i>• ICAO Doc 4444 - <i>PANS/ATM — Air Traffic Management.</i>

1. Introduction

1.1 IATA has been working with ANSPs and States in the NACC Region to achieve greater involvement in the area of ATC Charges and user consultation. The method IATA has utilized to enhance this process is mainly focused on relationship building and personal meetings with ANSP representatives to gain better understanding of investment plans, consultation processes, problem areas and to increase awareness of Doc 9082 - *ICAO's Policies on Charges for Airports and Air Navigation Services.*

DC-ANSP (Bonaire & Curacao)

1.2 Prior to CY2016 operators and IATA experienced minimal engagement with DC-ANSP with respect to ATC charges and user consultations. IATA recognized the feedback of operators and their concerns regarding rising ATC Charges without substantive user consultation being conducted by the ANSP. Operators were offered, what can be characterized as a briefing of pending charges increases rather than consultation, as Doc 9082 guidelines suggest.

1.3 Since CY 2016, IATA and DC-ANSP have cooperated on building a professional and lasting relationship. IATA expressed its concerns with respect the previous lack of financial information provided to operators and non-existent consultation processes; DC-ANSP accepted an invitation to visit the IATA regional office in Miami, FL where a discussion between all parties was conducted. The DC-ANSP was amenable to the details envisaged for a user consultation and accepted the rationale for conducting such meetings in accordance with Doc 9082. The DC-ANSP was keen to hear details of the ways it would benefit the from the user consultation process. Subsequent meetings in Curacao and Miami followed, where both parties discussed financial details, data required for analysis, and expectations for future consultations in accordance with Doc 9082.

1.4 The DC-ANSP later put into practice what it had learned pertaining and made significant progress toward conduct of effective user consultations. In the subsequent consultation, the group discussed investment plans, ATC infrastructure, and ATC charges. The DC-ANSP has adopted all of the ICAO charging principles - consultation, non-discrimination, transparency, and cost-relatedness.

NAV CANADA (Canada)

1.5 For several years, NAV CANADA has worked in close coordination with airlines and IATA in regards to airport and ATC charges. NAV CANADA consistently demonstrates and adheres to ICAO's charging principles, which is manifested in communication of transparent investment plans that are mutually beneficial to operators and the ANSP. IATA and NAV CANADA agreed the user consultation process could be even more effective by introducing technical elements into consultation discussions. User consultation participants reviewed working processes and decided to better enable precise planning by NAV CANADA, technical experts would need to be embedded in the consultation process.

1.6 In 2016, both technical and financial experts (from airlines and NAV CANADA) participated in NAV CANADA's user consultation meeting, who provided information from their respective disciplines, resulting in transparent discussions and productive decision making. The outcome of the consultation was discussed with airlines and as a result, there is now clear ANSP/operator understanding and alignment of NAV CANADA's investment plans and ATC charging. Significant components leading to successful NAV CANADA user consultations include:

- a. provision of NAV CANADA financial materials/data in advance;
- b. clear and transparent communication of areas of concern and desired outcome/benefits;
- c. focus on priority issues and strategic topics; and
- d. firm adherence to Doc 9082 guidelines - consultation, non-discrimination, transparency, and cost-relatedness.

2. Conclusion

2.1 The Meeting is invited to note the information provided in this information paper, and the ICAO Regional Office to support all regional States/ANSPs to fully adopt ICAO policies on charges for airports and air navigation services, as appropriate.