

RESOLUTION #3

Modernizing global policy frameworks on airport charges – pricing for the benefit of the traveling public and the efficient use of infrastructure

The Thirty-first ACI World Annual General Assembly:

Recognizing that aeronautical revenues from airport charges are an important part of the commercial aviation system, affecting decisions on infrastructure development, connectivity, decarbonization efforts, and aviation's social and economic multiplier;

Recognizing there is a long term need for capacity expansion to meet future demand and decarbonization targets – airports need to be able to set charges with a commercial focus to attract the level of investment needed and to signal whether users are willing to pay for these investments;

Noting the significantly changed competitive landscape that both the airport and airline industries have experienced over the last few decades and following the pandemic airport competition has intensified on both aeronautical and non-aeronautical revenue streams whilst airline consolidation has increased;

Noting the impact of the pandemic on airport traffic has caused investors to re-evaluate their risk assessment of airports and the implications this has on regulated charges;

Noting that many airport operators already use market-based tools to increase connectivity by offering incentives to airlines such as volume discounts and rebates on new air service;

Reaffirming that airport charges must provide signals and incentives to users of infrastructure regarding optimal and efficient use of scarce airport resources, including airport slots, and reduction in aviation's environmental impacts;

Recognizing light-handed economic oversight models and commercial agreements between airports and airlines in many instances represent the best way forward to ensure proper risk sharing, pricing considerations, consultation formats, CAPEX planning and approvals, noise/congestion/environment incentives, and dispute resolution;

Reaffirming that regulation of airport charges should only be used if the benefits of regulation exceed the costs through standard cost-benefit analyses and periodic reviews; and,

Reaffirming that global policy frameworks that reflect rigid cost-based approaches to airport charges should be re-evaluated as they do not ensure market signaling so that infrastructure is used more efficiently for the benefit of the travelling public.

Resolves that the General Assembly:

- a) Calls upon governments to acknowledge that the COVID-19 pandemic resulted in exceptional circumstances beyond the control or ability for an airport to influence, and that this exceptional circumstance has implications for regulated airport charges;
- b) Calls upon governments to re-evaluate their models of economic oversight on airport charges in consideration of the changed competitive landscape of both airports and airlines; and,
- c) Encourages airport operators and airlines to work collaboratively through effective commercial agreements, risk sharing mechanisms, incentives, and other market-based tools for aeronautical services, to boost connectivity and extend the socio-economic benefits of aviation.

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