

## RESOLUTION #1

**Support airport industry alignment on health and hygiene measures; and, encourage airports to gather feedback from passengers to improve travellers' confidence and experience**

### **The Thirty-first ACI World Annual General Assembly:**

*Recognizing* the aviation industry needs to encourage alignment in terms of airport health and safety deployed measures;

*Recognizing* the value and benefits of the International Civil Aviation Organization (ICAO) Aviation Restart Task Force (CART) Take-Off Guidance recommendations;

*Noting* the value of the ACI Airport Health Accreditation (AHA) programme, supported by ICAO, to encourage adoption of ICAO guidelines;

*Noting* the importance for airports of collecting feedback and information from its passengers during their time at the airport;

*Noting* that passengers' expectations have changed and that travellers need to be informed and their confidence in travel restored; and,

*Noting* the value of the ACI Airport Service Quality (ASQ) passenger survey tools and their enhancements to best identify changes in travellers' expectations and key drivers of satisfaction.

### **Resolves that the General Assembly:**

- a. Encourages airports and regulators to align health related measures within the industry;
- b. Encourages airports and regulators to continue supporting and using the ACI AHA programme based on ICAO recommendations;
- c. Supports coordination and collaboration between airports, aviation stakeholders, and regulators to continue adapting to the evolving health requirements in ways to protect the travelling public and maintaining efficient airport related processes and general operations;
- d. Encourages airports to survey their passengers and collect information to better understand the changing needs of their passengers and enhance their confidence in travel;
- e. Encourages ACI members to continue deploying enhanced ASQ survey tools and support services to better understand and adapt to changing expectations from passengers; and,
- f. Supports efforts to continue developing guidance, tools and best practice to support airports and regulators in delivering a strong recovery of the industry.

## **RESOLUTION #2**

### **Sustainable development of the aviation ecosystem**

#### **The Thirty-first ACI World Annual General Assembly:**

*Recognizing* the positive and necessary contribution of aviation and airports as a major contributor to global economic prosperity, a significant provider to social benefits, allowing for enhanced living conditions of people all over the globe and playing a critical role in the sustainable development of economies and populations globally;

*Recognizing* the need to reduce the sector's negative impact on the environment and to promote restorative development by reducing and proactively addressing risks, and increasing its social and economic benefits by properly balancing them with the environmental aspects of the business;

*Noting* the unprecedented impact on the entire aviation industry and prolonged recovery from the Covid-19 Pandemic that has challenged the industry's resilience, including its economic sustainability under the current business models and regulatory environment;

*Noting* the importance of collaboration among aviation and non-aviation stakeholders as means to prevent, prepare and respond to future crises, considering both the variations and interdependence of risks, such as climate change, global socio-political events or another pandemic and to increase resilience, and promote sustainable development;

*Noting* the differences in economic models and revenue streams the individual sectors of the aviation ecosystem have, as well as the variations in economic support different sectors have obtained throughout the Covid-19 Pandemic;

*Recognizing* the importance of each individual sector of activity within the aviation system as interdependent actors of the overall aviation ecosystem which must ensure ongoing collaboration, exchange and mutual support to achieve long term sustainability goals and system resilience;

*Reaffirming* the member airport's engagement in embracing technology and innovation, including accommodating new entrants to the aviation market and innovative propulsion methodologies, to promote a positive transformation of the aviation ecosystem and improve the services they provide;

*Reaffirming* the member airport's commitment to: reach Net Zero carbon emissions by 2050, to strive to meet public expectations and societal values, and to protect biodiversity and prevent wildlife trafficking;

*Recognizing* that many airport operators have already set their decarbonization roadmaps and started to implement them, including several which have anticipated their Net Zero commitments to 2030, but that support is needed for the global membership to be able to develop and implement their decarbonization strategies and action plans;

*Recognizing* that effective action to achieve sustainable development goals will depend on the ability of airports to incorporate sustainability at the core of their corporate strategies. Multi-sector collaboration will play a critical role in ensuring a resilient aviation ecosystem capable of achieving global sustainability goals;

*Recognizing* the need for transparency as airports plan and implement their Net Zero commitments and that ACI should play a role in facilitating this progress, including the promotion and sharing of best practices among members, development of mentorship programmes, assistance and capacity building initiatives at the local and global level, and by the development of the Voluntary Airport Decarbonization Action Plans initiative; and,

*Reaffirming* ACI World Resolution 3/2016 in which member airports committed to join the effort to stop the transportation of illegal wildlife trafficking, and that ACI has recently completed a partnership with USAID ROUTES to increase awareness about, to encourage, and provide the tools for airports to take action to reduce wildlife trafficking.

**Resolves that the General Assembly:**

- a) Calls upon governments and non-aviation stakeholders to support and work in collaboration with the airport industry to achieve collective social, environmental and economic sustainable development goals;
- b) Calls upon all industry stakeholders to work collaboratively, in mutual support with the objective of ensuring the ongoing recovery of the aviation ecosystem and providing a strong basis for the longer-term resilience and sustainability of the industry;
- c) Call upon member airports, as part of their commitment to Net Zero 2050, to work in collaboration with ACI and other stakeholders to develop and submit their Voluntary Airport Decarbonization Action Plans;
- d) Encourages and supports member airports as they play a leadership role in the promotion of sustainable development and work with ACI and other stakeholders to facilitate the continued progress on this collective journey;
- e) Encourages and supports member airports in working to promote and protect a healthy, biodiverse and a balanced ecosystem, including through a commitment to zero tolerance of wildlife trafficking.

END

### 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.

END