

### RESOLUTION #3 Restoring Economic Equilibrium

The ACI World General Assembly,

*Recalling* that the ACI World General Assembly has previously adopted a Resolution on the need for modernizing global policy frameworks on airport charges and aeronautical pricing for the benefit of the traveling public and the efficient use of infrastructure.

*Recalling* that airports and the aviation sector serve as economic engines – according to the Air Transport Action Group (ATAG), in 2019, aviation generated US\$3.5 trillion in economic activity, representing 4.5% of global GDP. The transport of 9.2 billion air passengers and US\$ 6.5 trillion in goods also supported 87.7 million jobs around the world.

*Recalling* that airports play a role in meeting the United Nations' Sustainable Development Goals (SDGs) as gateways and infrastructure for countries and economies. Adopted in 2015, there are two goals pertinent to airport infrastructure and the broader aviation ecosystem: *Goal 9, "Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation"* and *Goal 11, "Make cities inclusive, safe, resilient and sustainable"*.

*Emphasising* that airport capital investments enable increases in capacity, connectivity, and sustainability representing a key ingredient in long-term economic growth.

*Recognising* the impact of the COVID-19 pandemic on airport passenger traffic with a global decline of 61% in 2020 relative to 2019 (falling from 9.2 billion passengers in 2019, to 3.6 billion passengers in 2020), and the effects on revenues which has caused investors and creditors to re-evaluate the risk profile of airports, thereby adversely affecting the cost of capital.

*Recognising* that there are long-term consequences of curtailed capital investments to meet future passenger demand, decarbonization targets, and the resultant socio-economic benefits.

*Reaffirming* that failure to address capacity needs for a projected 2040 passenger demand has socio-economic consequences: for every 1 million foregone passengers due to airport capacity constraints in 2040, the global air transport industry would support 10,500 fewer jobs and US\$346 million less in GDP<sup>1</sup>.

*Recognizing* that Economic Regulators and Independent Supervisory Authorities (ISAs) have a role in allowing for the compensation of unrecovered costs following a crisis.

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<sup>1</sup> Source: ACI World. Global Outlook of Airport Capital Expenditure – Meeting Sustainable Development Goals and Future Air Travel Demand. <https://store.aci.aero/product/global-outlook-of-airport-capital-expenditure/>



*Recognizing* that the Forum of European Union national airport charges regulators (Thessaloniki Forum) concluded that since economic regulation was not designed for exceptional circumstances, regulators could permit airports to recover costs that were unrecovered in the past through future charges.

*Understanding* that in jurisdictions where State financial support was insufficient to compensate airports, unrecovered costs from future regulated charges represent the alternative.

Resolves that the ACI General Assembly:

- a) Urges governments to acknowledge the changed risk profile of airports in some jurisdictions as a result of traffic and financial losses from the pandemic, and its implications on regulated charges;
- b) Calls on States to provide regulatory support in restoring economic equilibrium for unrecovered costs following the pandemic, either as financial compensation or through future airport charges; and,
- c) Urges ICAO to update its economic guidance, in particular Doc 9082, in establishing an economic framework which meets the needs of airports and reflects actual market dynamics in particular airport competition.

END