SAFE SKIES.
SUSTAINABLE FUTURE.

AASA / ACI Africa / AFCAC / AFRAA / IATA / ICAO AIRPORTS AND AIR NAVIGATION USER CHARGES WORKSHOP – EN / FR

Outcomes of the workshop

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Outcomes of the Workshop

- Assess and review the relevance and benefit of this and previous workshops;

- Monitoring and Evaluation: Establish robust mechanisms for monitoring and evaluating the impact of user charges and taxes on service delivery and economic equality;

- Continue the collaborative advocacy on ICAO Policies on Charges for airport and air navigation services in the region with a matrix of action items;

- States are encouraged to incorporate the four key charging principles of nondiscrimination, cost-relatedness, transparency and consultation with users in their national legislation, regulations or policies, as well as in their air services agreements, in order to ensure compliance by airport operators and air navigation services providers (ANSPs);

- Airport and air navigation service providers to develop business model that support safe, secure and efficient service provision, Regional Organization may support this effort;

- AFCAC should coordinate with the AUC to facilitate a high- level African Ministers responsible for Aviation forum that will adopt the outcome of the study on air transport currently in progress. States are required to include airlines, airports and air navigation service providers to their delegation for participation in the aforementioned forum;

Outcomes of the Workshop

- Governments should consider reforming tax structures that impact international aviation. Approaches could include lowering aviation taxes or, where applicable, abolishing them altogether as this would not only reduce ticket prices but also incentivize travel, which can lead to increased revenues in other areas, such as tourism and hospitality industries;

- Airports and Air navigation Service Providers (ANSPs) should adopt transparent charges/fees structures that delineate costs associated with landing, take-off, and passenger services as increased transparency can lead to more informed decision-making and can help ensure that the revenues generated are used effectively to support and enhance the aviation industry;

- Airports and Air Navigation Service Providers (ANSPs) should balance the need for sufficient revenue with the imperative of affordability and accessibility for airlines and passengers;

- Urge States to adopt the African Economic Regulation Template ;

Outcomes of the Workshop

- Increase Non-Aeronautical Revenues: Support policies to diversify revenue sources by growing non-aeronautical income, reducing reliance on aeronautical charges;

- Adopt Economic oversight that foster sustainable growth and resilience and maintaining balance of growth in the air transport system;

- Collaborate with aviation stakeholders to reduce high taxes, ease visa requirements, and advance air transport liberalization, unlocking the socio-economic multiplier of African aviation;

- Revenue passenger definition is different between airports and airlines due to the nature of their respective business. The lack of convergence in the definition leads towards incompatibility unit airport charge, thus, contributes to the proliferation of charges. In this regard, IATA, CANSO, AFRAA, AASA and ACI to develop a joint business model specific to Africa that may provide transparency on Africa-wide outlook on aviation charges;

Outcomes of the Workshop

- Strengthen Airlines and CAA collaboration in dealing with matters of common interest among them and with other sectors such as finance, trade and tourism. Ex. The collaboration Angola is yielding positive result by recently achieving the lifting of duties on aviation spares;

- Airlines should be included in the entire exercise for negotiating and renegotiating of BASAs under YD and beyond by their States. AFCAC to advise African States on the participation of airlines in BASA negotiations;

- IATA to provide information on the mechanism of peer review on user charges during the next workshop;

- Build resilience business model, rationalize charges and promote non aeronautical revenue;

- Build a competitive age (though innovation and technology) for African air transport introducing rational and reasonable business case and avoiding very high charges and taxes ;

- RECs to consider harmonizing charges for flights with in their territory;

- ICAO, IATA,AFCAC,AFRAA, AASA,CANSO should come up with the list of implementable actions by CAAs , Airports and ANSPs;

- AFCAC to measure the level of implementation of SATAM by States;

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QUESTIONS?
Thank You!