



ASSEMBLY — 38TH SESSION

ECONOMIC COMMISSION

Agenda Item 41: Economic Regulation of International Air Transport

OUTCOME OF THE SIXTH WORLDWIDE AIR TRANSPORT CONFERENCE

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper reports on the outcome of the Sixth Worldwide Air Transport Conference (ATConf/6). It also details Conference recommendations and provides a proposed plan for follow up action as future work to be undertaken by the Organization.

Action: The Assembly is invited to:

- a) endorse the recommendations adopted by the Conference as approved by the Council and presented in Appendices A and B;
- b) endorse the proposed plan of follow-up action presented in Appendix C; and
- c) consider the information contained in this paper for the update of Assembly Resolution A37-20.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives C — <i>Environmental Protection and Sustainable Development of Air Transport.</i>
<i>Financial implications:</i>	The activities referred to in this paper will be undertaken subject to the resources available in the 2014–2016 Regular Programme Budget and/or from extra budgetary contributions.
<i>References:</i>	A38-WP/55, Consolidated statement of continuing ICAO policies in the air transport field Doc 10009, <i>Report of the Sixth Worldwide Air Transport Conference (ATConf/6)</i> Doc 10008, <i>Report of the Economic Commission of the 37th Session of the Assembly</i> Doc 9958, <i>Assembly Resolutions in Force (as of 8 October 2010)</i> Doc 9587, <i>Policy and Guidance Material on the Economic Regulation of International Air Transport</i>

1. INTRODUCTION

1.1 The Sixth Worldwide Air Transport Conference (ATConf/6) was held in Montréal at ICAO Headquarters from 18 to 22 March 2013. It was attended by over 1 000 delegates and observers from 131 Member States and 39 international organizations. The report of the Conference has been issued as Doc 10009, Report of the Sixth Worldwide Air Transport Conference, and can be accessed at: <http://www.icao.int/meetings/atconf6/Pages/WorkingPapers.aspx>.

2. OUTCOME OF ATCONF/6

2.1 The Conference had extensive coverage under two main agenda items: Item 1 – Global overview of trends and developments, and Item 2 – Examination of key issues and related regulatory framework. Highlights of the discussion and major recommendations are summarized below.

2.2 Item 1.1 — Industry and regulatory developments

2.2.1 The Conference noted the major developments and the work that ICAO has accomplished since the last Conference (ATConf/5, 2003). Recognizing ICAO's important role in fostering the sustainable development of international air transport and in facilitating liberalization, the Conference recommended that a dedicated voluntary fund be established in accordance with relevant ICAO rules of governance and policies in order to support ICAO in carrying out its mandate and in strengthening its work in the air transport field. It also recommended that ICAO continue to monitor industry developments, enhance cooperation with all stakeholders, and keep its policy guidance current and responsive to the changes and needs of States.

2.3 Item 1.2 — Other areas of ICAO's work that may have economic implications

2.3.1 The Conference took note of ICAO's work in the aviation security area with respect to cost-recovery policies for security measures and functions at airports. It also noted information on a cost-benefit analysis of the regional safety oversight cooperation system adopted by certain Latin American States. The Conference recommended that States be encouraged to observe ICAO policies' and guidance on aviation security charges, and to increase participation in regional safety cooperation.

2.4 Item 2.1 — Market access

2.4.1 The Conference agreed that market access liberalization has provided broad benefits. The discussion focused on the approaches and pace of liberalization. While States should pursue liberalization at their own pace and apply approaches suitable to their needs and conditions, there was also strong endorsement for the need to modernize the regulatory framework to adapt to a globalized business environment. ICAO was recommended to develop and adopt a long-term vision for liberalization, including examination of an international agreement by which States could liberalize market access. In this regard, ICAO should work with all parties concerned, taking into account past experience and achievements including the existing liberalization agreements, and to consult with experts, States, the industry, and interested organizations and stakeholders, when required.

2.4.2 There was broad recognition of the contribution of air cargo to global trade and economy, and the distinct features of its operations. To facilitate further liberalization, ATConf/6 recommended that ICAO take the lead in developing an international agreement specifically for air cargo services, taking

into account past achievements, States' views on existing arrangements, and through consultation with all interested stakeholders.

2.4.3 Regarding slot allocation and night flight restrictions, various views were noted on the practices in handling these issues as well as ICAO's related policy guidance. Recognizing that these issues would continue as air traffic grows, the Conference recommended that States give due consideration to long-term capacity demands in the planning of infrastructure development, follow related ICAO policies and work to address concerns of other States and resolve difficulties through consultation.

2.4.4 The Conference also recommended that ICAO continue to facilitate and assist States in liberalization, including providing the ICAO Air Services Negotiation Conference (ICAN) facility. ICAO should, where required, develop guidance on emerging issues of global importance, such as business aviation.

2.5 **Item 2.2 — Air carrier ownership and control**

2.5.1 There was wide recognition of the benefits of liberalizing air carrier ownership and control and the need to adapt the current regulatory regime to meet the needs of the 21st Century. It was agreed that ICAO should take the lead in facilitating further liberalization in this respect, while giving due regard to the importance of ensuring safety and security, the interests of all stakeholders, including labour, and the need for a gradual and progressive move toward adaptation. The Conference accordingly recommended that ICAO initiate work on the development of an international agreement for States to liberalize air carrier ownership and control. In this work, ICAO should involve all parties concerned and consult experts, States, stakeholders and interested organizations. The Conference also recommended that States continue liberalization in this area, according to their needs and circumstances, through various existing measures.

2.6 **Item 2.3 — Consumer protection**

2.6.1 The Conference expressed the need to support the protection of consumers of air transport services, and agreed that the effectiveness of States' regulatory responses could benefit from increased convergence and compatibility. It recommended that ICAO develop, in the short term, a set of core principles on consumer protection, with the assistance of experts from the Air Transport Regulation Panel (ATRP), States and regional bodies. The Conference also recommended that ICAO continue to monitor developments in consumer protection, and work with States, the industry and other organizations such as the World Tourism Organization (UNWTO). In this respect, the Conference agreed on the need for coordinated approaches amongst concerned organizations such as UNWTO to avoid duplication of efforts and different sets of rules.

2.7 **Item 2.4 — Fair competition**

2.7.1 The major developments and the various issues encountered by States were noted in the context of fair competition. Although views differed over the approaches for addressing the related issues, there was broad agreement that fair competition is an important general principle in the operation of international air services and that States should give due regard to concerns of other States. Aided by a consultative ad-hoc group established by the Chairman, consensus was reached in recommending that ICAO develop tools to facilitate cooperation, dialogue and exchange of information between States to foster more compatible regulatory approaches, and to produce a compendium of the competition policies and practices of States and regional bodies. ICAO should also monitor developments and update, as necessary, its policy guidance on fair competition.

2.8 **Item 2.5 — Safeguards**

2.8.1 The Conference considered four areas of safeguards in the liberalization of international air transport, namely: a) sustained and effective participation of States; b) assurance of services and State aid/subsidies; c) an essential air service and tourism development route scheme; and d) avoidance of unilateral action. Agreeing that safeguard measures are required, ATConf/6 recommended that States be encouraged to use the ICAO guidance on safeguard measures, and that the guidance be kept current and responsive to changes.

2.9 **Item 2.6 — Taxation and other levies on international air transport**

2.9.1 The Conference agreed that proliferation of various taxes and duties on air transport could have a negative economic impact on the sustainable development of air transport and on consumers. Confirming that ICAO's policies on taxation remain valid, the Conference recommended that ICAO promote more vigorously its policies and work with industry stakeholders to develop analysis and guidance to States on the impact of taxes and other levies on air transport. A model bilateral article on taxation developed by ICAO would be included in the ICAO Template Air Services Agreement (TASA).

2.10 **Item 2.7 — Economics of airports and air navigation services**

2.10.1 The Conference noted the need for modernization of the air transport system and the corresponding funding requirements, and the linkage between air transport liberalization and infrastructure development. Recognizing the continued relevance and validity of ICAO's existing policies and guidance on airport and air navigation services charges and economics, and on the funding of air transport infrastructure and regulatory oversight functions, the Conference recommended that ICAO keep its policies and guidance current, raise States' awareness and encourage their use. With respect to the need to address emerging challenges, the establishment of a multi-disciplinary working group was agreed to develop guidance on funding and financing of air transport infrastructure and the aviation system, including mechanisms to support operational improvements, as described in the aviation system block upgrade (ASBUs) modules.

2.11 **Item 2.8 — Implementation of ICAO policies and guidance**

2.11.1 The Conference noted the status concerning the implementation of ICAO's policies and guidance in the air transport field, and agreed that States should be encouraged to include ICAO's policy guidance in their national policy and regulations and in air services agreements. Given the importance of ICAO's policies and guidance, the Conference recommended that ICAO continue in its leadership role to promote and update its policy guidance, and to consider additional ways to enhance the status of its policies, including assessing the value of a possible new Annex to the Convention on International Civil Aviation on sustainable development of air transport.

3. **FOLLOW UP WORK**

3.1 In the Conference, a wide-ranging and comprehensive package of conclusions and recommendations was adopted, which should guide the future policy direction and actions of States and the Organization. Important achievements include: a) highlighting air transport as an integral part of the civil aviation system; b) reaffirming the objective of liberalization and ICAO's leadership role; c) breaking new ground in moving toward modernizing the global regulatory framework; and d) providing a basis for concrete actions by ICAO in its future work in the air transport field. The Conference

recommendations are divided into action by States and action by ICAO, which are shown respectively in Appendices A and B.

3.2 When considering the follow-up work to ATConf/6, the Council, bearing in mind the limited resources of the Organization, decided to consolidate and group the recommendations for ICAO action into three categories of priority, which are presented in Appendix C. Priority A tasks are those of major importance to States that should be initiated without delay; Priority B tasks have a medium priority with respect to delivery, while Priority C tasks refer to those that could be undertaken in accordance with additional resources provided through voluntary contributions from Member States. In its follow up work, the Secretariat will involve the ATRP, and where necessary, consult States and other interested organizations and stakeholders.

3.3 Based on the Council decision, the Secretariat disseminated the recommendations for State action to States under cover of a State letter (SL 13/63). The Council report on the outcome of the Conference and the Organization's plan of follow-up work is presented to the 38th Session of the ICAO Assembly for endorsement. Based on the decisions of the Assembly, the Secretariat will then develop a more detailed implementation plan for the follow-up work of ATConf/6. The Air Transport Committee will be kept fully informed of the plans, activities and progress of this work. Should any matters require policy decision or guidance, the Secretariat will bring it to the Air Transport Committee and the Council for consideration.

APPENDIX A
RECOMMENDATIONS FOR ACTION BY STATES

No.	Recommendation for States action
	Recommendation 1.1/1 — Industry and regulatory developments
1	a) States should recognize the importance of national and regional regulatory frameworks in ensuring compliance of alliances with competition standards and in preventing monopolies; States should also give due consideration to the benefits that alliances create.
2	b) States should consider the creation of mechanisms that allow for closer co-operation and co-ordination between their tourism and air transport authorities; States should also support increased co-operation between ICAO and UNWTO on key issues of common interest; States should support and encourage the universal adoption of the Montreal Convention 1999 (MC99).
	Recommendation 1.2/1 — Other areas of ICAO’s work that may have economic implications
3	a) States should ensure that the current ICAO policies for cost recovery of security measures and functions at airports and ANSPs are implemented so that security user charges are reasonable, cost-effective, and foster harmonization worldwide.
4	b) States are encouraged to incorporate the four key charging principles of non-discrimination, cost-relatedness, transparency and consultation with users in national legislation, regulation or policies, as well as in air services agreements, in order to ensure compliance by airport operators and ANSPs.
5	c) States should increase participation in their respective safety regional groups.
6	d) States are invited to note the cost-effectiveness that can be achieved through regional cooperation and are encouraged to establish management and economic targets and indicators, as the Latin American States have done.
	Recommendation 2.1/1 — Market Access Liberalization
7	a) States should continue to pursue liberalization of market access at a pace and in a manner appropriate to needs and circumstances, giving due regard to the interests of all stakeholders, the changing business environment and infrastructure requirements.
	Recommendation 2.1/2 — Air cargo services
8	a) States should give due regard to the distinct features of air cargo services when exchanging market access rights in the framework of air service agreements and grant appropriate rights and operational flexibility so as to promote the development of these services.
9	b) States should continue to liberalize air cargo services through all available avenues, and to share experiences with other States.
	Recommendation 2.1/3 — Other market access issues
10	a) In dealing with the issues related to slot allocation and night flight restrictions, States should give due consideration to the needs and concerns of other States and make every effort to resolve any concerns through consultation in a spirit of sympathy, transparency, mutual understanding, and cooperation.

No.	Recommendation for States action
11	b) With respect to night flight restrictions, States should respect and follow the ICAO Balanced Approach principle in regulatory action on aircraft noise management at airports.
12	c) States should give due consideration to long-term capacity demands of air transport in planning the development of aviation infrastructure.
Recommendation 2.2/1 — Air carrier ownership and control	
13	a) States should continue to liberalize air carrier ownership and control, according to needs and circumstances, through various existing measures, such as waiver of ownership and control restrictions in bilateral air services agreements, and those recommended by ICAO. Regional organizations should, in cooperation with ICAO, play a role in facilitating and assisting States in the liberalization process.
Recommendation 2.3/1 — Consumer protection	
14	a) States should foster the adoption and implementation of consumer protection measures aimed at increasing the connectivity provided by air transport.
Recommendation 2.4/1 — Fair Competition	
15	a) States should take into consideration that fair competition is an important general principle in the operation of international air services.
16	b) States, taking into account national sovereignty, should develop competition laws and policies that apply to air transport. In doing so, States should consider ICAO guidance on competition.
17	c) States should give due consideration to the concerns of other States in the application of national and/or regional competition laws or policies to international air transport.
18	d) States should give due regard to ICAO guidance in Air Services Agreements (ASAs) and national or regional competition rules.
19	e) States should encourage cooperation among national and/or regional competition authorities, including in the context of approval of alliances and mergers.
Recommendation 2.5/1 — Safeguard Measures	
20	a) In the liberalization process, States should give due regard to the principles agreed upon by the aviation community at the various ICAO fora pertaining to safeguard measures designed to ensure the sustained and effective participation of all States in international air transport, including the principle of giving special consideration to the interests and needs of developing countries.
21	b) In regulatory practices, States should refrain from taking unilateral action that would negatively affect the common interest of the aviation community and the efficient and sustainable development of international air transport.
Recommendation 2.6/1 — Taxation of International Air Transport	
22	a) States should apply ICAO policies on taxation in regulatory practices, in accordance with Assembly Resolution A37-20, Appendix E. Since ICAO has clear policies on taxation, which remain valid, States should ensure that the policies are followed by relevant authorities in charge of taxation so as to avoid imposing discriminatory taxes on international aviation which may have a negative effect on the competitiveness of the aviation industry and impact States' national economies.

No.	Recommendation for States action
23	b) States should avoid double taxation in the field of air transport.
Recommendation 2.7/1 — Modernization of the air transport system	
24	a) States should continue to implement ICAO policies and guidance that can be applied to funding air transport infrastructure through airport and air navigation services charges.
Recommendation 2.7/3 — Infrastructure Management	
25	a) States should consider the establishment of autonomous entities to operate airports and ANSPs, taking into account economic viability as well as the interests of the users and other interested parties, and ensure that the recommendations made at Conference on the Economics of Airports and Air Navigation Services (CEANS) are implemented.
26	b) States should promote quality air navigation services performance through good governance.
Recommendation 2.8/1 — Implementation of ICAO policies and guidance	
27	a) States should recognize the importance and relevance of ICAO policies and guidance and give due regard to them in regulatory practices.
28	b) States should exert all efforts to ensure adherence to commitments relating to provisions of Assembly Resolutions in the air transport field.
29	c) States are encouraged to incorporate ICAO principles, policies and guidance in national legislations, rules and regulations, and in air services agreements.

APPENDIX B

RECOMMENDATIONS FOR ACTION BY ICAO

No.	Recommendation for ICAO action
	Recommendation 1.1/1 — Industry and regulatory developments
1	a) ICAO should continue to monitor developments, conduct studies on major issues of global importance, provide a set of basic principles to States and share its analyses on the development of the air transport industry with States, international organizations and the industry.
2	b) ICAO should update and advance its guidance material on the regulation of international air transport. In particular, it should continue to update the Template Air Services Agreement (TASAs) to keep pace with regulatory evolution and to update liberalization indicators. ICAO should also continue to develop relevant databases such as the <i>Database of the World's Air Services Agreements</i> (Doc 9511), as well as case studies of liberalization experiences.
3	c) ICAO should continue to assist States with air transport liberalization efforts; this could be undertaken, inter alia, through the development of additional training courses, regional seminars or similar activities for the benefit of States, in accordance with available resources.
4	d) ICAO should be the only forum for initiating global solutions for the development of a sustainable air transport system for all interested parties; ICAO should continue to cooperate with international and regional organizations and with the industry in order to monitor impediments to a sustainable air transport system and define, in a cooperative manner, key strategies to overcome impediments.
5	e) ICAO should establish an air transport fund in order to seek voluntary contributions from Member States with a view to enhancing the work of the Organization in this field. This fund should be administered transparently in accordance with relevant ICAO rules of governance and policies.
6	f) ICAO should provide assistance with the ratification of MC99, if so requested by a State.
	Recommendation 1.2/1 — Other areas of ICAO's work that may have economic implications
7	a) ICAO should take all relevant measures to ensure widespread awareness and knowledge of its policies and encourage use of its guidance material on aviation security costs and related charges.
	Recommendation 2.1/1 — Market Access Liberalization
8	a) ICAO should develop and adopt a long-term vision for international air transport liberalization, including examination of an international agreement by which States could liberalize market access, taking into account the past experience and achievements of States, including existing market access liberalization agreements concluded at bilateral, regional and multilateral levels, as well as the various proposals presented during the Conference.
9	b) ICAO should work with all parties concerned, undertaking consultation with experts, States, the industry, interested organizations and other stakeholders to build a common understanding and obtain consensus for the development of the long-term vision and related regulatory arrangements.

10	c) ICAO should continue to provide guidance and assistance to States in facilitating market access liberalization, using facilities such as the ICAO Air Services Negotiation Conference (ICAN).
11	d) ICAO should keep its policy guidance on air transport regulation and liberalization current and responsive to changes and to the needs of States, and consider additional means by which to facilitate liberalization.
	Recommendation 2.1/2 — Air cargo services
12	a) ICAO should take the lead in the development of a specific international agreement to facilitate further liberalization of air cargo services, taking into account past experiences and achievements, views of States on existing arrangements, and suggestions made during the Conference.
13	b) in the development of new regulatory arrangements on air cargo, ICAO should engage all parties concerned, and should undertake consultation with experts, States, the industry and interested stakeholders.
	Recommendation 2.1/3 — Other market access issues
14	a) ICAO should continue to monitor both the situation and States' practices in handling the issues of slot allocation and night flight restrictions, raise awareness of the relevant ICAO policy guidance, and encourage its use by States and concerned parties.
15	b) ICAO should continue to develop policy guidance for States on economic regulation of air transport and develop guidance on emerging issues of global importance, including business aviation.
	Recommendation 2.2/1 — Air carrier ownership and control
16	a) ICAO should continue to promote its policy guidance on air carrier ownership and control and encourage States to use its guidance in regulatory practice. It should keep its policy guidance current and responsive to changing situations and to the requirements of States; where required, ICAO should study and develop guidance on important issues that may arise as liberalization progresses.
17	b) ICAO should initiate work on the development of an international agreement to liberalize air carrier ownership and control, taking into consideration safety and security concerns, the principle of reciprocity, the need to allow a gradual and progressive adaptation with safeguards, the need to take account of regional experiences, the requirements of various States' domestic laws, and the effects on all stakeholders, including labour.
18	c) ICAO should involve all parties concerned in the development of the international agreement, and should undertake consultation with experts, States, aviation stakeholders and interested organizations.
	Recommendation 2.3/1 — Consumer protection
19	a) ICAO should continue to monitor consumer protection developments and to play a leadership role in developing policy guidance, taking into account the interests of States, the industry, air travellers and other aviation stakeholders.
20	b) ICAO should, in particular, develop, in the short term, a set of high-level non-prescriptive core principles on consumer protection which strike an appropriate balance between protection of consumers and industry competitiveness and which take into account the needs of States for flexibility, given different State social, political and economic characteristics; these core principles should be consistent with existing instruments, in particular the Convention for the Unification of Certain Rules for International Carriage by Air, adopted in Montréal on 28 May 1999.

21	c) ICAO should establish a dedicated ad hoc group drawn from existing bodies such as the Air Transport Regulation Panel (ATRP), including experts designated at ICAO's invitation by States or regional bodies, with a view to facilitating the development of the core principles in an efficient and expedient manner.
22	d) ICAO should continue to play a leadership role in consumer protection in air transport and should cooperate with other international organizations, including UNWTO, in areas of common interest with a view to, inter alia, avoiding duplication of efforts.
23	e) ICAO should take necessary action, possibly through the involvement of adequate bodies such as the Aviation Security Panel (AVSECP) and the Facilitation Panel (FALP), for subsequent work on cost-benefit analysis related to air transport connectivity.
Recommendation 2.4/1 — Fair Competition	
24	a) ICAO should develop tools such as an exchange forum to enhance cooperation, dialogue and exchange of information between Member States to promote more compatible regulatory approaches toward international air transport.
25	b) ICAO should develop a compendium of competition policies and practices in force nationally or regionally.
26	c) ICAO should continue to monitor developments in the area of competition in international air transport and update, as necessary, its policies and guidance on fair competition through the Air Transport Regulation Panel (ATRP).
Recommendation 2.5/1 — Safeguard Measures	
27	a) ICAO should actively promote and encourage States to use the relevant ICAO guidance on safeguard measures in their regulatory practices, and to share with ICAO and other States their experiences in liberalization.
28	b) ICAO should continue to monitor developments with respect to safeguards, and should keep related guidance current and responsive to changes and needs of States and, where required, work with States, interested organizations and aviation stakeholders to develop further guidance.
Recommendation 2.6/1 — Taxation of International Air Transport	
29	a) ICAO should continue to take the necessary measures to enhance States' awareness of its policies on taxation and promote application more vigorously.
30	b) ICAO should collaborate with relevant industry associations to develop analysis and guidance to States on the impact of taxes and other levies on air transport.
Recommendation 2.7/1 — Modernization of the air transport system	
31	a) ICAO, in cooperation with States, international organizations and the industry, should establish a multi-disciplinary working group to consider the challenges associated with the establishment of operational and economic incentives, such as service priority, to allow early benefits of new technologies and procedures, as described in the aviation system block upgrade (ASBUs) modules, to support operational improvements, while maximizing safety, capacity and overall system efficiency, taking into account the specific needs expressed at the Twelfth Air Navigation Conference (AN-Conf/12).

32	b) ICAO should undertake measures to ensure widespread awareness and knowledge of its policies and guidance and other material related to funding infrastructure and ensure that they remain relevant, current, and responsive to the changing situation.
	Recommendation 2.7/2 — Funding of oversight functions
33	a) ICAO should continue to develop guidance material on the sustainable funding of the safety and security oversight functions at the State level while monitoring the situation for economic oversight funding, ensuring that users are not charged multiple times for such functions.
34	b) ICAO should further explore possibilities for the establishment of new mechanisms to ensure the sustainable funding of the oversight functions at the State and regional levels, including user charges that are in line with <i>ICAO's Policies on Charges for Airports and Air Navigation Services</i> (Doc 9082), taking into account the various situations encountered by different States.
	Recommendation 2.7/3 — Infrastructure Management
35	a) ICAO should take relevant measures to ensure widespread awareness and knowledge of its policies on user charges and its guidance material related to governance, ownership, control and management of airports and air navigation service providers (ANSPs), and ensure that they remain relevant, current, and responsive to the changing situation.
36	b) ICAO should continue to monitor changes in airport and ANSP commercialization and privatization, collect information from States on the level of implementation of the policies on charges for airports and air navigation services, and publish and regularly update this information in the form of a Supplement to Doc 9082.
	Recommendation 2.8/1 — Implementation of ICAO policies and guidance
37	a) ICAO should continue to promote its policy guidance on the economic regulation of international air transport, and encourage States to use such guidance in their regulatory practice.
38	b) ICAO should ensure that policies, guidance and other material related to economic regulation remain relevant, current, and responsive to changing situations and requirements of States.
39	c) ICAO should, in cooperation with States, continue to consider additional ways and means by which to enhance the status of its policies for the sustainable economic development of the air transport system, and should assess the value of a possible new Annex to the Chicago Convention on sustainable economic development of air transport, or other acceptable solutions.
40	d) ICAO should establish priorities for its future work in the economic regulation of air transport on the basis of the recommendations of the Conference.

APPENDIX C

FOLLOW-UP WORK TO ATCONF/6

Note: A=high priority, B=medium priority, C=low priority

No.	List of consolidated tasks recommended by ATConf/6 for ICAO	Priority	Timeframe and Steps	Parties to be involved (other than ATB-EAP)	EAP human resource requirements
Priority A tasks (source recommendations indicated)					
1	Establish a voluntary air transport fund in accordance with relevant ICAO rules of governance and policies (Rec.1.1/1 g))	A	2013-2014 -4Q13: initiate work -1H14:develop scheme -3Q14: report to ATC -4Q14: SL to States	FIN, LEB, States	Within existing resources
2	Provide an enhanced ICAN facility to States (Rec.2.1/1 c)), by improving its utilization, notably for meetings of a regional or multilateral nature and by offering seminars on fair competition with a view to fostering cooperation between competition authorities	A	2013-2016 annual event -4Q13: ICAN2013 -2H14: ICAN2014 -2015: ICAN2015 -2016: ICAN2016	Hosted/funded by States	Within existing resources
3	Develop tools to provide an exchange forum for States to promote more compatible regulatory approaches in international air transport (Rec. 2.4/1 f))	A	2013-2016 (Through ICAN facility)	States (competition authorities)	Within existing resources

No.	List of consolidated tasks recommended by ATConf/6 for ICAO	Priority	Timeframe and Steps	Parties to be involved (other than ATB-EAP)	EAP human resource requirements
4	Develop a long-term vision for international air transport liberalization, including examination of an international agreement for States to liberalize market access (Rec. 2.1/1 b) and c))	A	2013-2016 or beyond -4Q13: initiate (ICAN) -1H14: ATRP/12 -2016: SL (consult draft) -1H17: report to ATC -2H17: complete	ATRP (consultation & meetings), LEB, States, stakeholders	Within existing resources
5	Develop a compendium of competition policies and practices of States and regional bodies (Rec. 2.4/1 g)) [and subsequent updates]	A	2013-2016 -4Q13: initiate -2014: SL (seek input) -2015: complete -2016: publish	States	Within existing resources
6	Develop an international agreement to liberalize air carrier ownership and control (Rec. 2.2/1 c) and d))	A	2013 -2016 -4Q13: initiate (ICAN) -1H14: ATRP/12 -2H15: report to ATC -2016: complete	ATRP (consultation & meetings), LEB, States, stakeholders	Within existing resources
7	Keep ICAO policy guidance on air transport regulation and liberalization as well as fair competition current and responsive to changes and to the needs of States; where required, develop further guidance and additional means to facilitate liberalization (Rec. 2.1/1 e), 2.2/1 b), 2.4/1 h) and 2.8/1 e))	A	2013-2016 Ongoing	ATRP (where needed)	Within existing resources, supported by the Junior Professional Officers (JPOs) and/or secondees

No.	List of consolidated tasks recommended by ATConf/6 for ICAO	Priority	Timeframe and Steps	Parties to be involved (other than ATB-EAP)	EAP human resource requirements
8	Develop a set of core principles on consumer protection (Rec. 2.3/1 b) and c))	A	2013-2015 -4Q13: initiate (SL, ICAN) -1H14: ATRP/12 -2H15: report to ATC	ATRP (consultation & meetings)	Within existing resources
9	Establish a multi-disciplinary working group to consider the challenges associated with the establishment of operational and economic incentives, to allow early benefits of new technologies and procedures as described in the aviation system block upgrade (ASBUs) modules (Rec. 2.7/1 b))	A	2013-2015 -4Q13: initiate work -1H14: Group set up -1H14: AEP/ANSEP/5 -2015: complete	AEP, ANSEP, ANB	1 P4 required, supported by the French JPO (expected 4th Quarter 2013)
10	Raise awareness of ICAO policies and guidance material on funding of infrastructure, and develop guidance material on funding of the safety and security oversight functions at State and regional level, and monitor economic oversight funding situation (Rec. 2.7/1 c), 2.7/2 a))	A	2013-2016 Ongoing	AEP, ANSEP, stakeholders (where needed)	Within existing resources, supported by the JPOs and/or secondees
11	Explore possibilities for the establishment of new mechanisms to ensure the sustainable funding of the oversight functions at the State and regional levels (Rec. 2.7/2 b))	A	2013-2016 -2H13: consult ANB, AVSEC -2014: consult AEP, ANSEP -2015: develop guidance -2016: complete	AEP, ANSEP, ANB, AVSEC	Within existing resources

No.	List of consolidated tasks recommended by ATConf/6 for ICAO	Priority	Timeframe and Steps	Parties to be involved (other than ATB-EAP)	EAP human resource requirements
12	Cooperate with other international organizations, including UNWTO, in areas of common interest (e.g. consumer protection) with a view to, inter alia, avoiding duplication of efforts (Rec. 2.3/1 d) [continuing work to resolve potential problems with UNWTO on draft convention on tourist protection]	A	2013-2016 Ongoing -2H13 & beyond: work with UNWTO re draft convention on tourism -2014-16: ongoing work	UNWTO, LEB and other organizations	Within existing resources
Priority B tasks					
13	Update policy and guidance material on the regulation of international air transport, including Doc 9587, Doc 9626, TASAs and WASA, liberalization indicators, and case studies of liberalization experiences (Rec. 1.1/1 d))	B	2013-2016 Ongoing -4Q13: initiate work -1H14: Doc 9587 -2014-15: Doc 9626 -2013-16: WASA	ATRP (for Doc 9626 update)	Within existing resources supported by the JPOs & secondees from China
14	Develop a specific international agreement to facilitate further liberalization of air cargo services (Rec. 2.1/2 c) and d))	B	2013-2016 -4Q13: initiate (ICAN) -1H14: ATRP/12 -2H15: report to ATC -2016: complete	ATRP (consultation & meetings), LEB, States, stakeholders (IATA, TIACA)	Within existing resources

No.	List of consolidated tasks recommended by ATConf/6 for ICAO	Priority	Timeframe and Steps	Parties to be involved (other than ATB-EAP)	EAP human resource requirements
15	Monitor developments in the areas of market access, consumer protection, and competition (Rec. 2.1/1 e), 2.3/1 a), 2.4/1 h), 2.5/1 d))	B	2013-2016 Ongoing	ATRP (where needed)	Within existing resources, supported by the JPOs and/or secondees
16	Promote and encourage States to use ICAO policy guidance on air transport regulation and liberalization (e.g. regarding market access, air carrier ownership and control, slot allocation, night curfews, safeguards); assist States in liberalization through training courses, regional seminars or similar activities in accordance with available resources (Rec. 1.1/1 e), 2.1/3 d), 2.2/1 b), 2.5/1 c), 2.8/1 d))	B	2013-2016 Ongoing (1 or 2 seminars a year)	Seminars hosted by States	Within existing resources
17	Raise awareness of ICAO policies on taxation, user charges and guidance material related to governance, ownership, control and management of airports and air navigation service providers (ANSPs), and on aviation security related charges (Rec. 1.1/2 e), 2.6/1 c), 2.7/3 c))	B	2013-2016 Ongoing	AEP, ANSEP, stakeholders (where needed)	Within existing resources, supported by the JPOs and/or secondees
18	Monitor changes in airport and ANSP commercialization and privatization, collect information on the implementation of ICAO policies on charges for airports and air navigation services, and publish/update this in a Supplement to Doc 9082 (Rec. 2.7/3 d))	B	2013-2016 Ongoing	ACI, CANSO, AEP, ANSEP (where needed)	Within existing resources, supported by the JPOs and/or secondees

No.	List of consolidated tasks recommended by ATConf/6 for ICAO	Priority	Timeframe and Steps	Parties to be involved (other than ATB-EAP)	EAP human resource requirements
19	Develop analysis and guidance on the impact of taxes and other levies imposed on air transport (Rec. 2.6/1 d))	B	2014-2016	States, UNWTO, IATA and other stakeholders	1 P4 required, supported by the German JPO (expected 2nd Half 2013)
20	Monitor developments in air transport industry, conduct studies on major issues of global importance, and share its analyses with States, organizations and the industry (Rec. 1.1/1 c), 2.5/1 c))	B	2013-2016 Ongoing	Stakeholders	Within existing resources, supported by the JPOs
21	Cooperate with international and regional organizations and with the industry in order to monitor impediments to a sustainable air transport system and define, in a cooperative manner, key strategies to overcome impediments (Rec. 1.1/1 f))	B	2013-2016 Ongoing	Regional bodies, ICAO ROs	Within existing resources, supported by the JPOs and/or secondees
Priority C tasks					
22	Consider additional ways and means to enhance the status of ICAO policies for the sustainable economic development of the air transport system, and assess the value of a possible new Annex or other acceptable solutions (Rec. 2.8/1 f))	C	2014-2016 or beyond	ATRP, States	Within existing resources, supported by the AT fund or secondees from China
23	Undertake work on cost-benefit analysis related to air transport connectivity (Rec. 2.3/1 f))	C	2013-2016	UNWTO, AVSECP, FALP, stakeholders	Subject to available resources
24	Develop guidance on important issues that may arise as liberalization progresses, including on business aviation (Rec. 2.1/3 e))	C	2014-2016	ATRP, IBAC, ANB	Subject to available resources

No.	List of consolidated tasks recommended by ATConf/6 for ICAO	Priority	Timeframe and Steps	Parties to be involved (other than ATB- EAP)	EAP human resource requirements
25	Promote, and provide assistance with the ratification of Montreal Convention of 1999 if requested by States (Rec. 1.1/1 h)	C	2013-2016 -4Q13: SL (inform A38 decisions) -2014-16: Ongoing	LEB, ICAO ROs, regional bodies	Subject to available resources

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