

CONFERENCE ON THE ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES

(Montreal, 19 - 28 June 2000)

Agenda Item 1: **Economic situation of airports, air navigation service providers and their financial relationships with air carriers and other users**

Agenda Item 5.2: **Elements for consideration with regard to ICAO policy**

GOVERNMENT CHARGES ON AIR CARRIER TRAFFIC AND AIR TRANSPORT

(Presented jointly by the Airports Council International and
the International Air Transport Association)

SUMMARY

Governments should impose charges only for services and functions which are required, directly related and benefit civil aviation operations, and not impose any charges for functions which are the primary responsibility of governments.

Definition: Governmental charges on air carrier traffic and air transport may be defined as levies or fees imposed by governments, intended only to recover the cost of aviation facilities and services.

Note: Even though charges of this sort are sometimes erroneously referred to as “taxes”, under the above definition they should be referred to as charges.

1. Joint ACI/IATA Position

1.1 IATA and ACI are concerned by the proliferation of government charges levied on air transport. Such charges should only be imposed for services and functions that are required by, have a direct relationship with, and explicitly benefit civil aviation operations.

1.2 Governments should refrain from imposing charges that discriminate against civil aviation in relation to other modes of transport. They should also refrain from imposing any charges for functions that are the prime responsibility of governments such as security, immigration and customs.

1.3 Any charges, levies or fees imposed by a government authority on air transport should benefit the air transport industry and should not be used for other purposes. Charges, levies or fees applied for specific programmes should be withdrawn when these programmes are completed. All surplus receipts from these charges should be reassigned to support civil aviation in order to reduce any potential additional governmental charges.

1.4 Any increase or change to existing charges, or any new charges, may be imposed only after consultation with the industry.

2. **Action by the Conference**

2.1 The Conference is invited to recommend that the Council strongly encourage States to:

- a) limit the imposition of charges only to those for services and functions which are required and directly related to and benefit civil aviation operations; and
- b) not impose any charges for functions which are the primary responsibility of government.

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