



## **WORLDWIDE AIR TRANSPORT CONFERENCE (ATCONF)**

### **SIXTH MEETING**

**Montréal, 18 to 22 March 2013**

### **AGENDA ITEM 1.2**

The attached constitutes the report on Agenda Item 1.2 and should be inserted at the appropriate place in the yellow folder.



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**Agenda Item 1: Global overview of trends and developments**  
**1.2: Other areas of ICAO's work that may have economic implications**

**1.2.1 DOCUMENTATION**

1.2.1.1 The Conference considered Agenda Item 1.2 based on the following working papers: WP/18 (Secretariat), WP/37 (Cuba), and WP/58 (22 Member States, Members of Latin American Civil Aviation Commission (LACAC)).

**1.2.2 DISCUSSION**

1.2.2.1 A number of delegations stated that aviation security is critical to the safe, secure and orderly development of international civil aviation. The Conference unanimously supported WP/18, presented by the Secretariat, on aviation security costs and related charges, and adopted the recommendations therein. A view was expressed concerning the negative impact that international air transport suffers as a result of the use of civil aviation in activities that cannot be accepted in the context of the Convention on International Civil Aviation, as such activities not only jeopardize the development of international civil aviation, but also its economic development.

1.2.2.2 Regarding the information provided by Cuba on the impact in the civil aviation sector due to the United States (US) embargo, the delegations from some Member States supported Cuba's position and the recommendations proposed in the paper. Cuba argued that the US embargo was a unilateral decision, contrary to the spirit of the Convention on International Civil Aviation, and stated that it impacted adversely on the development of civil aviation in Cuba. Further, they expressed the view that ATConf/6 was the appropriate forum at which to address the issue, as the Conference dealt with the sustainability of air transport. The US stated that the matter was a bilateral political issue and was not suitable for discussion during the Conference. The Secretariat advised that the issue had been addressed during the 37th Session of the ICAO Assembly, which was the governing body of the Organization, and stated that ATConf/6 did not have the authority to resolve the issue. In closing, Cuba advised of its intention to bring the issue to the attention of the upcoming 38th Session of the ICAO Assembly.

1.2.2.3 There was general support for the conclusions and recommendations presented by Chile on behalf of 22 Member States, Members of the Latin American Civil Aviation Commission (LACAC), relating to the cost-effectiveness of the Safety Oversight Cooperation System (SRVSOP). Several States expressed support for this type of regional cooperation, which results in cost savings for all stakeholders. However, the Conference noted that safety systems such as the SRVSOP and the associated activities should not be confused with ICAO's Regional Aviation Safety Groups (RASGs) or the Regional Safety Oversight Organizations (RSOOs).

**1.2.3 CONCLUSIONS**

1.2.3.1 On the basis of documentation and its discussion, the Conference reached the following conclusions:

- a) aviation security is critical to the safe, secure and orderly development of international civil aviation throughout the world, and the various security challenges which the international air transport sector faces today will continue to be a significant cost-driver;
- b) the implementation of enhanced and new security measures and functions for airports and air navigation services providers (ANSPs), including security oversight, will result in additional costs. States are encouraged to observe the policies on security charges in *ICAO's Policies on Charges for Airports and Air Navigation Services* (Doc 9082) when determining the costs to be recovered from users and end-users through charges;
- c) ICAO policies and guidance on economic aspects of aviation security remain relevant: the 2008 Conference on the Economics of Airports and Air Navigation Services (CEANS) recognized that the current ICAO policies for the cost recovery of security measures at airports and ANSPs remained adequate and recommended that States ensure effective implementation;
- d) the issue raised by Cuba had previously been addressed by the sovereign body of ICAO during the 37th Session of its Assembly, which decided that this matter should be brought to the attention of the President of the Council, whose good offices had been involved in this issue on previous occasions, and the statement of Cuba of its intention to bring the issue to the attention of the upcoming 38th Session of the ICAO Assembly was noted; and
- e) the SRVSOP has generated significant cost savings for participating States, which has translated into benefits for operators; training, assistance to States, multinational activities, implementation, seminars and other activities could not have taken place without the SRVSOP or, alternatively, the cost would have been prohibitive for most States; and cooperation between States in the Region has been facilitated through standardization of training at a regional level.

#### 1.2.4 RECOMMENDATIONS

1.2.4.1 As a result of the documentation considered and ensuing discussion on other areas of ICAO's work that may have economic implications under Agenda Item 1.2, the Conference adopted the following recommendations:

**Recommendation 1.2/1 — Other areas of ICAO's work that may have economic implications**

**The Conference recommends that:**

- 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;
- b) States are encouraged to incorporate the four key charging principles of

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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;

- c) States should increase participation in their respective safety regional groups;
  - 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; and
  - e) 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.
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