



Agenda Item 5

Ownership, Governance and Control of Air Navigation Services Providers and Infrastructure Management





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Financial situation

- Improvement noted in recent ICAO surveys
- Overall profitability, although marginal
- In part due to increased autonomy of operating entities, also to better governance



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Economic Oversight

Best Practices:

States to exercise their economic oversight responsibilities clearly separated from the operation and provision of airports and air navigation services, with roles and powers clearly defined for each function



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Economic oversight – States' responsibilities

- Minimize the risk of abuse of dominant position
- Ensure non-discrimination and transparency in charges
- Ascertain that capacity meets current and future demand
- Protect interests of passengers and other end users
- Ensure adherence to ICAO's policies



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Economic oversight (cont.)

To promote these objectives, States should ensure that:

- Consultations between interested parties take place
- Appropriate performance management systems are established



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Ownership & Control

- 38% operated by Government/CAA
- 47% of sampled ANSPs are autonomous
- Majority of autonomous entities are State-owned
- 12% are operated by international agencies



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Forms of organization at the national level

- Government entity or department
- Autonomous public sector organization
- Private sector organization



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International cooperation

- Regional approach encouraged
- Implementation of the ICAO Global Air Traffic Management Operational Concept on the basis of guidance provided in the Global Air Navigation Plan
- Forms of international cooperation



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International operating agencies

- Advantages: lower costs, better collection, negotiating position
- Examples: ASECNA, COCESNA, EUROCONTROL, Piarco FIR, Roberts FIR



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Charges collection

Joint charges collection:

- Collect for all participating States
- Transfer charges to States
- Small administrative fee

Charges collection agencies:

- EUROCONTROL, IATA, United Kingdom



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Multinational facilities and services

- Functions
- Equity aspects
- Implications for States
- Guidance material developed by ICAO



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Joint financing arrangements

- DEN ICE agreement
- North Atlantic Height Monitoring
- SADIS



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Political cooperation

Single European Sky:

- Reorganization of the airspace/FABs
- Common certification of ANSPs
- Interoperability
- Common charging scheme
- Common ATCO licenses



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Discussion

- Does the trend towards “privatization” of ANSPs continue?
- How are air navigation services provided in your States?
- Is economic oversight separated from the operation of ANSPs in your States?





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Discussion

- Describe international cooperative activities in your States.





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Discussion

- Suggest one additional area, facility or service suitable for multinational cooperation

