



24 January 2007

Transmittal Note

SUPPLEMENT No. 2 TO DOC 9082

ICAO'S POLICIES ON CHARGES FOR AIRPORTS AND AIR NAVIGATION SERVICES

(Seventh Edition – 2004)

1. The attached Supplement supersedes the previous Supplement to Doc 9082 and includes information received from States as to their position vis-à-vis *ICAO's Policies on Charges for Airports and Air Navigation Services* up to 29 August 2008.
2. The Supplement is divided into two parts. Part A includes the analysis of States responses to a questionnaire on their policies on charges for airports and air navigation services. Part B includes information on States' implementation practices.
3. The Supplement will be amended when additional information is received from States.

“Following careful review of operational costs and the effect of inflation, studies point to the necessity of adjusting charges for the use of airports and air navigation facilities each time the income becomes insufficient to perform aeronautical functions with the quality of service required by the users and to maintain safety standards stipulated by ICAO.”

ECUADOR

SOURCE DATED: 14 June 2001.

Airports

“In Ecuador, the policy is mainly based on the international cost recovery principles and on practices and procedures compliant with said policies and principles. The application of the cost basis in setting airport charges is based on Government Accounting information regarding the value of assets and inventories and the depreciation thereof, in order to assess the total costs and relate them to the existing traffic in the country, based on the user category.

As regards the system for the imposition of charges, they are the result of cost studies pursuant to the international principles set forth by ICAO. Charges applicable to premises and services shall be subject to periodical reviews to adapt them to current needs.”

Air Navigation Services

“The calculation of charges for air navigation services was based on the costs and inventories of all existing premises (total investment), on services rendered directly to en-route aircrafts, as well as during the approach, takeoff and landing phases, and on the annual recovery amount considering a standard depreciation term of 10 years and the international traffic defining the user category.”

ÚLTIMA REFERENCIA: 14 de junio de 2001.

Aeropuertos

“En el Ecuador, la política está basada fundamentalmente en los principios internacionales de recuperación de costos y en las prácticas y procedimientos que se ajustan a dichas políticas y principios. En relación a la aplicación de la base

de costos para fijar derechos aeroportuarios se basa en la información contenida en la Contabilidad Gubernamental, respecto de los valores de los activos e inventarios y sus correspondientes depreciaciones, para establecer los costos totales y relacionarlos con el tráfico existente en el país, en función de la categoría de usuarios.

Con respecto al sistema de imposición de los derechos, son el resultado de estudios de costos en concordancia con los principios internacionales establecidos por OACI. Los derechos aplicables a las instalaciones y servicios estarán sujetos a una revisión periódica a fin de adecuarlos a las necesidades vigentes.”

Servicios de navegación aérea

“Para el cálculo de los derechos por servicios de navegación aérea se basó en los costos e inventarios de todas las instalaciones existentes (inversión total) y servicios que se proporcionan directamente a las aeronaves en ruta, así como durante las fases de aproximación, despegue y aterrizaje; el monto anual de recuperación considerando un periodo de tiempo de depreciación normal de 10 años y el tráfico internacional definiendo la categoría de usuarios.”

EGYPT

SOURCE DATED: 14 August 2003.

Airports

“Cairo Airport is operated by Cairo Airport Authority. All other airports of the Republic of Egypt are operated by the Egyptian Airport Corporation. B.O.T. system is used for Marsa Alam Airport. All other Egyptian airports are operated by the Egyptian Airport Corporation.

Both the Authority and the Corporation are indirectly affiliated to the Egyptian Ministry of Transportation and the