



**Call for Support and Recognition to Create Fertile Ground for Sustainable  
Infrastructure Development to Serve and Support the Asia-Pacific Communities  
Adopted by the 13<sup>th</sup> ACI Asia-Pacific Annual Assembly  
24 April 2018, Narita, Japan**

The Thirteenth Assembly of the ACI Asia-Pacific Regional Assembly, convened on this twenty-fourth day of April 2018, in the city of Narita, Japan,

*Noting that:*

- Air traffic in Asia-Pacific and the Middle East reached approximately 3.3 billion passengers in 2017, and is expected to double by 2029;
- Significant investments in airport infrastructure, operations and development is needed to accommodate the expected growth of air traffic;
- The economic sustainability of the airport industry depends on the capacity of airports to recover their aeronautical costs from the users, in line with the relevant national legislation and ICAO's *Policies on Charges for Airports and Air Navigation Services* (Doc 9082), which recommends that airport charges should recover the full cost of providing the airport and its ancillary services, including appropriate amounts for cost of capital;

*Recognizing that:*

- Many airports are competing intensely for both passengers and airlines and thus have limited market power;
- In some instances, airlines are not paying the full cost of the airport infrastructure they use, and the revenues collected from airport charges levied on both airlines and passengers fall short of covering airports' operating expenses and capital costs related to aeronautical activities;
- The airport industry as a whole is profitable but as many as 66% of the airports in the world are loss-making;

*Resolves to:*

- Promote transparency and consultation with airlines in determining the level of charges that are necessary to ensure the sustainable operation and development of airport facilities and services to accommodate current and future traffic;
- Urge policy-makers to recognize that airport should have the ability to make commercial and investment decisions to provide valuable services that meet the increasing and diversified market demands from airlines and passengers;
- Urge policy-makers and regulators to provide the right economic incentives for sustainable infrastructure development through light-handed and more commercially oriented oversight frameworks proportionate to the degree of market power of airports concerned; and
- Vigorously advocate for airports to have the flexibility to determine the most appropriate charging system, ownership and management models such as public, private, public-private partnership or single airport, airport system and airport network, that allow them to recover their costs and generate returns for their shareholders in ways that best fit their specific mission, their business needs and the local circumstances.

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**END**