



AIRPORTS COUNCIL INTERNATIONAL
LATIN AMERICA - CARIBBEAN

DECLARATION OF SANTO DOMINGO

**Adopted in Santo Domingo, Dominican Republic
on October 3rd, 2006 by the
XV ACI-LAC Regional Annual General Assembly**



AIRPORTS COUNCIL INTERNATIONAL LATIN AMERICA - CARIBBEAN

Whereas,

That Airports Council International/Latin America and The Caribbean (ACI-LAC) represents the unified positions of the Latin American and the Caribbean (the Region) airports in all the relevant issues of civil aviation in accordance with the ACI World policies and positions, in according to the particular conditions of the airports of the Region;

That the "Declaration of Varadero", adopted by the XI ACI-LAC Regional Annual General Assembly in November 27th, 2002 contains a catalogue of declarations and principles that constitute the base or the platform that started the transformation of the vision that the governments and the civil aviation authorities of Latin America and the Caribbean, as well as other actors of the industry had of the airports on the Region;

That the "Declaration of Lima" adopted by the XII ACI-LAC Regional Annual General Assembly in November 20th, 2003 ratified those principles and urged the governments and international agencies (ICAO-LACAC) to increase the joint development of the airports new criteria, norms, regulations, procedures, and recommendations of the airports, considering the special airport legal order, to be common for the entire region and be adopted and incorporated to the national legislations of each country according to their sovereign decisions;

That the "Declaration of Trinidad & Tobago" adopted by the XIII ACI-LAC Regional Annual General Assembly in November 3rd, 2004, emphasized the positive economic impact of civil aviation and the air transport in general in regards to the tourism and trade, the convenience that airports participate in the design and discussion of the commercial aviations policy of the States and the negotiations on traffic rights and the need that the total of the income generated by the industry is not derived to other sectors of the economy of each State;

That the "Declaration of Guayaquil", adopted by the XIV ACI-LAC Regional Annual General Assembly in November 6th 2005, remarked ICAO recognition of the airports rights to obtain reasonable benefits and to properly remunerate their shareholders, requested to the Airports Authorities to adopt measures and mechanisms that assure the airport resources for a normal, safest and efficient services. Also, remarked the Regional States satisfaction on the positive results in the airport concession process and called the authorities and other actors of the aviation industry to generate policies, actions and regulations to properly guide the internalization of the environment costs generated in the airports avoiding the assumptions of external environmental costs;



THE XV ACI-LAC ASSEMBLY

DECLARES

FIRST: The airports are commercial organizations catalyzing the develop and growth of the local, regional and world economies and real units of services and as such **are ideal, reliable, trust and permanent partners for the States** as long as constitute efficient means to move on and shape their policies of tourism, transport, growth, employment, etc.

In this line, it is urged to work jointly between governments and airports to go deep into adequate policies and legislation to promote and increase of traffic, the opening an exploit of de new air routes and the inclusion of the major amount of air operators in the commercial aviation market.

SECOND: The airports provide services in **transparently and efficiently and fix their charges** in each country, region or city according to the need pf each airport or airport system and with the local particularities pf each country, region and city and in no case do it according to the revenue of commercial strategy of one or other airline.

THIRD: Emphasizes the importance or the recollection and availability of the aeronautical revenues of the airports taking out all regulation that may impede or limits the collection of this revenues coming from the services rendered by the airports.

In this line, all passengers that may use the services and facilities shall pay, without any discrimination, the services rendered from the airports, being emplaning to start their journey or continuing it in the same or different flight.

To the only effect to determine and/or payment of the charge (fee or tariff) to the passenger for use of the airport, we urge the States to eliminate the exemptions of the refer charges as well as to eliminate from the tariff charts the category which divide between the transit passenger and transfer passenger (Transit/Transfer).

We urge the States to determine the tariff charts, expressly, with the obligation to pay the charge (fee or tariff) for the use of the airport to all passengers which use the airport services or facilities whichever is their travel modality, starting or continuing at the airport. Likewise, we urge the airports to fix those charges en the amounts that the competent authority or airport consider appropriate without consulting in the determining process to the airlines or its associations as long as they are not the one that represent those interest parties.



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FOURTH: The concern for the extension of the monopoly and/or oligopoly practices from many airlines translate in abuse of dominance position, excess unit power in the airport (central slots control, principal gates, not use of air bridges, handling of the passenger currents to and from the airport according to their exclusive interest, etc.) and the lack of transparency in their commercial practices (passenger charges with explanation, reduction of check baggage with no charge, additional charges for fuel, security, penalties, etc.)

In this line, we urge the competent authorities to adopt all the necessary means and actions to turn transparent, regulate, control and if is the case, prevent the prejudice to the air transport service, the users passengers and the airport service.

FIFTH: The need to implement in each State of the Region an "Airport Law" that will provide unity, security and legal rationality to the present existing legal dispersedly over the airport activity taking care the airport service under its particular principles and needs.

SIXTH: The convenience and necessity that the States of the Region grant tax exemptions, benefits and other types of subsidies in favor also to the airports for the acquisition of equipment of all kind, technology, insurances and other goods and services for the benefit of the airport public service.

SEVENTH: Promote between the States and the interest parties of the private sector, through the competent bodies (LACAC and ICAO), to discuss International Agreements which will may facility and optimize the worldwide commercialization of goods, equipment and technology related to the airport services looking for cost reductions to reasonable minimum, following the line initiate for aircraft and railway material in the Agreement related to Mobile Equipment and the Protocol on specific issues of the elements to aeronautical equipment of the Agreement to the International Guarantees over elements of mobile equipment of Cape Town of 2001.

FINALLY: Express the gratitude and consideration of ACI-LAC to the hospitality and friendship of the people and authorities of the Dominican Republic and the effort and professionalism of AERODOM and its directors and employees.

In Santo Domingo, Dominican Republic o October 3rd, 2006, reunited the XV Regional Annual General Assembly of ACI-LAC, in accordance with the Statutes in force and with the unanimous vote of the presents is approved the present Declaration and the Regional secretariat is instructed to disseminate and communicate it to the competent authorities in the civil aviation of the Region.



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