



**AIRPORTS COUNCIL INTERNATIONAL**  
LATIN AMERICA - CARIBBEAN

**DECLARATION**

**OF**

**BUENOS AIRES**

**Adopted in Buenos Aires, on 04 November 2007**  
**By the XVI ACI-LAC Regional Assembly**



**CONSIDERING:**

That the Airports Council International - Latin America and The Caribbean (ACI-LAC) represents the joint positions of the Latin America and the Caribbean Airports in all relevant matters of civil aviation;

That the traditional vocation of the ACI-LAC annual Assembly is to highlight the most relevant facts and the vision of airports in the region in regard of issues of interest for the industry;

That in spite of the different crisis and extraordinary and unexpected difficulties and challenges faced by airports, its public and evident the quality of the progress in the construction of new airport facilities as well as remodeling and maintaining existing airport infrastructure, and the quality of airport services provided at the LAC region;

That this progress constitute the basis of the strengthening of the airport policies which the States must move forward supporting and deep in the development of the airport trustworthiness and safety and the quality of airports services providing;

That this progress and continues improving of the airport services find barriers and limitations on the excessive regulation ruled in the region legislative framework;

That the great concern of the new and recent “Non Binding Opinion” release by the Comision Federal de Competencia de Mexico (Mexican Federal Commission of Competence) related to the application of the competence principles and free entries (regulation) in the supply of airport services, not only by the reception of ideas and opposite principles to the policies and visions of ACI, but merely to conceive the airports as an “essential provider” of airport transport;

That apart of this, the society recognizes the airports as true suppliers of services, important pushing poles of development of the national economies, as well as, of the international competitiveness, the growth and job generation.

That is required to deepen in the gradual liberalization and progressive process of the international air transport in the region, and with that the world including the promotion and development of new routes and destinations in a way that generates greater competition and that this contribute to the growth of the air transport;

That the participation of airport operators in the legislation process to the airport transport is fundamental in as much they have to finance and implement the expansion of the airports capacity and to ensure the quality of services for the passengers and freight forward in a long term.



That is necessary to overcome the traditional standard and design categories, and airports quality services by creating handbooks and technical documentation according to the guidelines and criteria indicated by the airports and airport competent authorities and that considers rationally and integrally the attention to passengers, airlines and the provide of control services (security, immigration, custom) and other activities that develops at the airport

That the airports integration process in the cities and localities in which is established , requires a legislation that rules the use of land and periferia at airports through the creation of Regulatory Plans and the modernization of local urbanistic legislation in the sense of recognize and to privilege the value of security.

That there is no need of use non aeronautical income to reduce the charges of transports users:"

That the ppression of airlines to participate in a binding maner in the fising, reduction or modifiation or the airports charges, In addition to inadmissible they are negative for the industry which requieres of a legal certainty environment, charges estabily and facilitate guarantee mechanisms for the investments in the airport infraestructure;

That in particular it is necessary to highlighte, spread and recognize the economics results obtained by the airport operators un the LAC region, as well as, the oligopolics carateristics and dominant oposition of some in reference to some markets in the region and the fixation of rates, in particular the concepts asociated with the addiotional charges ncluded in the airfares;

That is a honor and a pride to ACI-LAC to have received the hospitality of the Argentina Republic, as well as the effort and professionalism of Aeropuertos Argentina 2000, its directors and employees who made possible the accomplishment of this Assembly;

By the previous considerations

## **THE XVI ACI-LAC ASSEMBLY**

### **DECLARES**

**FIRST:** The satisfaction by the public and the notorius qualitative progress in the construction of new airport facilities, remodeling and maintaining of the existing airport infraestructure, as well as the quality on airport services in the region;

**SECOND:** In spite of the progress and excellent results reached, it is reuire to even fortify more the aiport policies of the States in the regionto support this development and



and to deepen the trustworthiness, security and the quality in the benefit of the airport services.

**THIRD:** the airport service is an activity regulated in excess being necessary to work jointly with the competent authorities the mechanisms and appropriate alternatives to surpass this legal barrier and with this to facilitate the promotion of greater investments and improving of the airport quality service.

**FOURTH:** The backward movement for the airport industry meaning the proliferation of conceptions like the expressed recently in the “Non Binding Opinion” by the Comisión Federal de Competencia de México (Mexican Federal Comisión of Competence) in reference to the application of the principles of competence and free access in the supply of airport services, in as much as consider the airports as “essential provider” of air transport notice they are recognized globally as true suppliers of services, important pushing poles of development of the national economies, of the international competitiveness, the growth and the job generation.

**FIFTH:** The need to deepen in the gradual and progressive liberalization process of the international air transport in the region, and this with the world including the promotion and development of new routes and destinations in a way that contribute with the development and expansion of the air connectivity.

**SIXTH:** The importance of left behind the traditional standard and design categories, and airports quality services and to create and promote new handbooks and technical documentation according to the guidelines and criteria established by the airports and airport competent authorities that considers rationally and integrally the attention of passengers, airlines and the supply of control services) security, migration, custom) and other activities developed at the airport

**SEVENTH:** it results critical the integration of airports to cities and localities in which is established, with a legislation that regulate the use of land and periferia at airports through the creation of Regulatory Plans as well as the modernization of local urbanistic legislation in the sense to recognize and to privilege the value of security.

**EIGHT:** It is no need to assign or to use the commercial income (non aeronautical) to reduce the airports aeronautical charge to the airlines to the airports. The criteria of “Single Till” has been discouraged by the ICAO since 2000 and this no reflect the nature and importance of the airport service.

**NINTH:** It is inadmissible the pressures of the airlines to participate in a joint manner in the fixing, reduce and modification of the airport charges. These is negative for the industry and opposite to the development of an environment that requires a safe legislation, charges stability and facilitate mechanisms of guarantees for the investment



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on airport infrastructure

**FINALLY**, we express the gratitude and appreciation of ACI-LAC for the hospitality and friendship of the Argentina Republic and the effort and professionalism by Aeropuertos Argentina 2000, its directors and employees.

In Buenos Aires, Argentina, on November 4th, 2007 gathered in the XVI ACI-LAC Regional Assembly, in accordance with the Statutes in force and with the unanimous vote of the present is approved the present Declaration and the Regional Secretariat is instructed to disseminate and communicate it to the competent authorities and the civil aviation of the region.