



AIRPORTS COUNCIL INTERNATIONAL LATIN AMERICA AND THE CARIBBEAN
Consejo Internacional de Aeropuertos Latino América y el Caribe

SALVADOR
DECLARATION

**Adopted in the city of Salvador de Bahia on 16 November 2009
by the XVIII ACI LAC Annual General Regional Assembly**



IN CONSIDERATION:

That the Airports Council International for Latin America and Caribbean (ACI-LAC) represents the unified position of the Latin American and Caribbean airports in all matters relating to civil aviation;

That it is common practice for the ACI-LAC Assembly to annually reflect the most important facts and visions from regional airports in areas of industry interest, as done in the Varadero Declaration (2002), the Lima Declaration (2003), the Trinidad and Tobago Declaration (2004), the Guayaquil Declaration (2005), the Santo Domingo Declaration (2006), the Buenos Aires Declaration (2007), and the Panama Declaration (2008);

That even during the different crisis that affected the global economy in general and particularly to the airport and airline industry in Latin America and Caribbean, regional traffic and tourism suffered a lesser impact than other regions;

That this fact forces the recognition of tourism as an activity with great capacity to generate employment and economic growth. All sectors of our industry, whether public or private, must reinforce and deepen their efforts for its enhancement as an activity of economic impact. This must be done by ensuring universal access, as well as the diversification of roles, stakeholders and the sophistication of products and services.

That tourism legislation bears a strong impact on air transport service and airport service, though it is necessary to avoid contradictions due to the multiple interdependencies between various legislation and disciplines. It is also necessary to promote a coordinated regulation between airports and air transport. This aims to expressly recognize the airport as a tourism resource, as it has been proclaimed in the framework of the Tourism Rights by the Uruguay Association of Tourism Rights.

That environmental management represents, in the airport industry, an essential dimension in sustainable development. It requires modern political policies coupled

with knowledge and interdisciplinary instruments. This implies a major sociopolitical challenge as it is marred with conflict of interests in multiple sectors.

That the trend in the airport field has extended to the environment, ensuring that “Green Airports”, with a sustainable goals, address project plans and resource administration, i.e. the decrease of green house gas emissions while servicing aircraft, and reaching “zero waste” through the optimization of waste reduction.

That environmental policies are vulnerable as they interact with the efforts to maintain the pace with the sector growth. General transport growth represents one of the greatest environmental challenges at a global level, which includes not only aircraft but support vehicles and services that constitute airport fleets, generating impact on the quality of air.

That environmental policy for airports clearly reflects their duty to contribute to the conservation, protection and enhancement of environmental quality and to the protection of health, as well as to the sustainable and rational use of natural resources.

That airport service in Latin America and Caribbean region continues to contribute benefits to its states, inhabitants and tourists, continuously enhancing the management and operation of its infrastructure, services. It also contributes to the generation of employment and economic development, with no significant increase in costs of airport services, even with the opposing views of public opinion.

That the relationship and interdependency that exists between commercial air and airport policies and regulations is unavoidable. Many of the decisions taken by one will directly affect and impact the other;

That even if civil aviation stakeholders (airlines and airports) essentially cooperate, bearing interdependency and common interests, there are some unbalances in their relationship to the detriment of airports. Competent authorities are called to address public interest (air transport and airport service) in their role as state coordinators.



That such unbalances are based on the excessive regulation on airports and the out of date aeronautical legislation, which facilitate situations of airport market control as well as dominating positions – and possible abuses – by established airline companies.

That, further than team work in search of mutual better alternatives, the airport operators must have full freedom to determine, without interference, which are the best and most efficient processes and procedures involved in offering all levels of airport service, including resource assignation (gates, slots, etc). This will always take place with the proper intervention of the competent authorities, within the legal framework and current regulations.

That this fact has an impact on the airport service offer and, as a consequence, on the passenger and airport visitor, whether the airport operator is local or not, This fact is independent of the nature of the legal relationship between the airport and the airline (public or private depending on the characteristics and conditions of the system in each country).

That it is an honor and source of pride for ACI LAC to have received the warmth and hospitality from the people of Salvador de Bahia, as well as the efforts and professionalism of INFRAERO, its executives and employees, who made it possible for this assembly to take place.



By these above described considerations

The XVIII ACI LAC ASSEMBLY

DECLARES

FIRST: All regional states are requested to consider all airports as true tourism resources, and as a result, to develop airport, tourism and air commercial policies that will foster tourism, developing a political and policy system that will integrate these industries;

SECOND: All States are requested to develop a strategic environmental airport plan –SEAP– that will address the introduction of new technologies for the enhancement of emission reductions, including the reduction of noise footprint in the ground activities of aeronautical activities, and including also the use of low environmental and social impact materials.

The SEAP should include taking advantage of favorable environmental conditions and the control of unfavorable conditions, rationalizing natural resource utilization; pollution prevention; efficiency enhancements; and the energy savings, incorporating strategies that will prioritize the separation of waste origin, reuse, and recycling.

THIRD:

All states are requested to have their respective competent authorities determine and execute policies, regulations, commercial air and airport normative in a coordinated fashion and in benefit of both services, avoiding decisions that, in order to benefit air transport, may harm airport services.

Such authority coordination should minimize risks for airport services which may assume, for instance, that one or more airport operators abuse a dominating position. Authorities should ensure that airports gain access to advance and transparent information relating to expansion or retraction of commercial plans, as well as airline service plans, in order to ensure realistic planning of infrastructure investment. This will aim to respond to real traffic demand (not hypothetical or self



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interested). Special attention in the airport operation will be given to operational safety, aviation security and passenger service.

FINALLY, We express the gratitude and the appreciation of ACI-LAC for the hospitality and friendship of the people of the Federal Republic of Brazil, as well as the efforts and professionalism of INFRAERO, its executives and employees.

In Salvador de Bahía, on 16 November 2009, the XVIII ACI-LAC Regional Assembly, in accordance with current statutes and with the unanimous vote of the present members, approves this Declaration. The Regional Secretary is instructed to publish and communicate it to the pertinent authorities.