IATA & Airport Networks

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Examples of networks

↗ Airports

↗ Air navigation services

↗ Air navigation service providers (ANSPs) and airports

↗ Airports/ANSPs and other modes of transport

Does IATA support airport networks?

↗ Networks can bring operational and passenger benefits, BUT this cannot flow through to how these networks are funded

↗ IATA does NOT support any cross subsides as result of airport networks

↗ Our starting position is that airlines and their passengers should not have to pay for facilities and services they do not use

What does this policy mean in practice?

↗ We don't support higher charges at an airport used to fund facilities and services or artificially lower the charges at another airport (through airport networks and/or systems) mean that airlines using a given airport are subsidizing traffic to/from other airports.

↗ We don't support higher charges for facilities and services for international traffic than those for the same facilities and services provided to domestic traffic.

Why don't we support cross subsidies?

➚ Charges that include cross-subsidies are not cost-related which is contrary to ICAO's policies.

➚ Cross-subsidies distort competition, as one group of airline users is subsidizing another group of airlines

➚ airlines are paying for facilities and services they do not need, do not use, and from which they do not benefit

➚ Charges should be airport specific: this is the only way to establish a sound cost base for charges and maintain the link between costs and the price paid.