



Weight in Charging Formulas

It is generally accepted that capacity in terms of movements and time in the system, rather than weight, are the main cost drivers for Air Traffic Control service provision.

SITUATION

- While charging formulas generally include a weight-related element as a proxy for the 'ability to pay', reflecting the relative productive capacity of different aircraft sizes, ICAO Policies¹ also allows for weight to be disregarded.
- Airlines operating heavier aircraft generally pay a disproportionate level of the costs.
- Reduction or removal of the weight element generally increases the charges for operators of smaller/lighter aircraft while decreasing them for larger/heavier aircraft.
- Small aircraft contribute to congestion but do not generally pay their fair share of the costs.
- Although any change to the weight element redistributes costs rather than reduces them, it results in fairer and more cost-related charges with non-airline users including general aviation and business jet operators paying a fairer share of the costs.
- While aircraft size and associated wake-turbulence is a consideration for airport approach and departure separation, it is less of a consideration for en route.
- Weight has questionable relevance where service is capacity constrained.
- Given the increasing marginal costs for creating new capacity, the current pricing system does not incentivise the best use of airspace.

KEY CONSIDERATIONS

- Introduce charging formulas that are more cost-related and ensure all users pay their fair share of costs.
- Consider minimum and/or maximum weight caps within charging formulas.
- Propose changing the weight component within charging formulas to reduce the impact of weight.
- Remove weight from charging formulas in States or regions where there is agreement that this is appropriate and possible.
- Apply "gradualism" to mitigate the impact on disadvantaged operators.

IATA POSITION

IATA consistently advocates and supports the view that charges should be cost-related and fairly allocated among users.

Capacity, in terms of movements and time in the system, is generally accepted to be the main cost driver of ATC service provision.

Consideration should therefore be given for the removal of weight, or the reduction of its impact, in charging formulas in countries or regions where there is agreement that this is appropriate and possible.

¹ ICAO Doc 9082/7 - paragraph 46