МІНІСТЕРСТВО ОСВІТИ І НАУКИ УКРАЇНИ

НАЦІОНАЛЬНИЙ АВІАЦІЙНИЙ УНІВЕРСИТЕТ

**Airports Council International**

**Виконали:**

**Студенти 402,402 груп НН ГМІ**

Городиська Д.

Купцова І.

Несвитна Д.

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**1. Overview: missions, objectives, roles, governing board**

Airports are an invaluable asset for the communities they serve, helping them to develop their full economic potential and ensure stable growth, bolstering long-term business development and employment. As stewards of this community resource, airport operators need an organization that can help them add value to their business.

In 1991 airport operators around the world created Airports Council International – the first worldwide association to represent their common interests and foster cooperation with partners throughout the air transport industry. Through ACI, the airport community now speaks with a single voice on key issues and concerns and, despite regional diversity, can move forward as a united industry.

Airports Council International is the association of the world’s airports. It is a nonprofit organization, whose prime purpose is to advance the interests of airports and to promote professional excellence in airport management and operations. By fostering cooperation amongst airports, world aviation organizations and business partners, ACI makes a significant contribution to providing the travelling public with an air transport system that is safe, secure, efficient and environmentally responsible. As the international association of the worlds’ commercial service airports, ACI represents the collective positions of its membership, which are established through committees and endorsed by the ACI Governing Board. These views reflect the common interests of the global airports community.

As of January 2016, ACI serves 592 members operating 1,853 airports in 173 countries. According to preliminary statistics, in 2015 airports worldwide welcomed 7.1 billion arriving and departing passengers and handled 105 million metric tones of cargo and 86 million aircraft movements.

**ACI mission** is to satisfy collective interests, and to act as the voice of the world’s airports and the communities they serve, as well as to promote professional excellence in airport management and operations.

**ACI Objectives and Roles:**

* Maximize the contributions of airports to maintaining and developing a safe, secure, environmentally compatible and efficient air transport system;
* Achieve cooperation among all segments of the aviation industry and their stakeholders as well as with governments and international organizations;
* Influence international and national legislation, rules, policies, standards and practices based on established policies representing airports’ interests and priorities;
* Advance the development of the aviation system by enhancing public awareness of the economic and social importance of airport development;
* Maximize cooperation and mutual assistance among airports;
* Provide members with industry knowledge, advice and assistance, and foster professional excellence in airport management and operations;
* Build ACI’s worldwide organizational capacity and resources to serve all members effectively and efficiently.

ACI World is based in Montreal, Canada and five other geographical regions. To pursue work with regional governmental and non-governmental organizations, they are supported by specialized committees and task forces.

ACI Regional Offices and Locations:

* ACI Africa (Casablanca, Morocco);
* ACI Asia-Pacific (Hong Kong);
* ACI Europe (Brussels, Belgium);
* ACI Latin America-Caribbean (Panama City, Panama);
* ACI North America (Washington, DC, USA).

Before the establishment of ACI in *January 1991*, the world's airports were represented on the international scene by the Airport Associations Coordinating Council (AACC), which had in turn been created in 1970 by the three then-existing international airport associations:

* Airport Operators Council International (AOCI);
* International Civil Airports Association (ICAA);
* Western European Airports Association (WEAA);

Before 1970, the three associations had collaborated on an informal ad hoc basis and had presented the interests of their memberships to other international organizations separately.

With the passage of time, however, the growing importance of the external factors on airport operation created the need for a formal relationship with governments, airlines, manufacturers and other parties concerned. This led to the establishment of AACC, with a view to formulating unified airport industry policies, furthering collaboration between its constituent associations, and representing them collectively with worldwide aviation organizations and other relevant bodies.

After WEAA was dissolved in 1985, AACC became a bipartite body. The decision to create ACI, which incorporated AOCI and ICAA and succeeded AACC, was taken in 1989. The Constitution of ACI was approved by AOCI and ICAA memberships in the autumn of 1990 and came into effect on 1 January 1991.

**ACI World Governing Board** consists of 28 representatives nominated by the regional ACI Boards, plus the Immediate Past Chair of the Board. The number of regional representatives is calculated based on each region’s share of passenger and cargo traffic. Board members may be appointed by their region for up to two three-year terms., which they may serve twice. Board members must be the official representative of a regular ACI member. The World Governing Board recommends the Chair and Vice-Chair of ACI from its number to the General Assembly, each to serve for one two-year term. Under ordinary circumstances, the Vice-Chair is expected to succeed to the Chair, assuming approval by the General Assembly.

ACI has six standing committees. These committees were mandated by the ACI Governing Board to provide guidance and council, and help shape current policy issues for Governing Board endorsement in their areas of expertise. They are also required to assist the Governing Board, Executive Committee and Secretariat, as appropriate.

The committees consist of airport and industry members with specific knowledge and expertise in areas relevant to airports and the aviation industry. The committees are lead by a Chair and Vice-Chair who are elected by the Executive Committee. Ten of the committee members are nominated by their regional offices and another eight are nominated by the Director General in coordination with the regional offices. Up to five World Business Partners representatives may also be nominated by regional offices. Observers or ad-hoc committee members are permitted to attend meetings with approval by the committee Chair and Secretary.

**2. Airports Council International Programs**

**Young Aviation Professionals Program**

Airports Council International (ACI), in cooperation with The International Civil Aviation Organization (ICAO) and the International Air Transport Association (IATA), is inviting applications for the third round of the Young Aviation Professionals Program. Through this collaborative program, the selected Young Aviation Professionals will be offered exciting career development opportunities in Montreal. The program aims to attract young, talented professionals who have advanced university qualifications supplemented with a minimum of two years’ professional working experience in aviation-related regulatory activities and/or in the aviation industry. The selected candidates will be expected to contribute to each organization’s work programs related to aviation safety, air navigation capacity and efficiency, air transport economics or aero-political issues, with attention to inter-relationships among ACI, ICAO and IATA. Each Young Aviation Professional will be guided throughout the program by a subject-matter expert from each of the organizations.

The target for the commencement of the program and the reporting of the selected candidates to Montreal is the end of February 2016. Interested candidates who meet the selection criteria are invited to submit their application at ICAO’s employment site by the closing date of 8 October 2015. More details on the selection criteria, conditions of employment, examples of typical duties, as well as instructions on how to apply can be found here. Finally, to read what previous Young Aviation Professionals have to say about the program, please read the below articles.

**ACI AMPAP**

ACI has established the Airport Management Professional Accreditation Program (AMPAP) fellowship program to provide financial aid to qualified applicants from member airports of Least Developed Countries (UNCTAD list) and States to register for this program.

**ACI Fund Program**

The ACI Fund for Airports in Developing Nations is an international non-profit organization, without political affiliation, founded in 1993. Its objective is to assist airports in developing countries, particularly with regard to training and human resource development. Although an independent legal entity, the ACI Fund is an integral part of ACI’s global programs and services. The ACI Fund is governed by the Fund Council, which is comprised of the founders and up to nine airport managers, with representation from all ACI regions.

ACI Fund Activities include organization of seminars or training courses for airport mangers in developing countries, in collaboration with host airports. Some of the training courses offered include seminars on: airport management, aerodrome certification, wildlife management, aerodrome security and safety management systems.

**Developing Nations Assistance (ACI-DNA) Program**

With the accelerating growth of aviation worldwide, the need to increase airport excellence in the fields of management, economics, safety, security and operations in developing countries is also growing.

In order for ACI to play an even stronger role and to increase the capacity already provided by the semi-annual ACI Fund seminars, the World Governing Board has approved the creation of an additional program known as the ACI Developing Nations Airport Assistance (ACI-DNA) Program.

ACI-DNA mission is to provide assistance to member airports in developing countries and to manage ACI’s assistance program effectively to achieve meaningful, sustainable results and engage in development of ACI member airports in developing countries, enabling those members’ effort to realize their development objectives.

The ACI-DNA Program’s objective is to support member airports in developing countries. It will do so by aiding airport initiatives that are sustainable, have impact, and bring results to those airport members. This will be achieved by working with ACI’s regional offices in ACI Africa, ACI Asia-Pacific and ACI Latin America Caribbean along with CIFAL-Atlanta United Nations Institute for Training and Research (UNITAR).

**3. ACI Priorities**

**Airport Economics**

ACI encourages its member airports to continuously improve operational and cost efficiency to moderate the cost of flying and to mitigate intensifying capacity shortfalls, but also to create sufficient rates of return enabling to invest in additional capacity.

Airports are stable providers of infrastructure assets, even in the sometimes turbulent aviation industry. While airports and airlines are intrinsically linked and rely on one another to operate efficiently, they are based on different business models. Airlines are able to move quickly to respond to changes in traffic flows, by leasing or retiring capacity. Airports, on the other hand, must make long-term planning decisions to safeguard capacity sometimes 50 years into the future.

In spite of this, through efficiency gains in operations, staff productivity and venturing into new revenue streams, airports have held user charges at a stable 4% of airline operating costs for over two decades. All the while, airports have invested to meet the needs of a burgeoning aviation industry and developed new business models.

Over the past 30 years, airports have evolved from being simply municipal or Government infrastructure providers into sophisticated and business-oriented service providers. As in every industry the pressure to operate efficiently is constant and arises from customers and stakeholders alike.

In recent years airports have played a critical role in keeping air traffic affordable and stabilizing operating costs for airlines. Or, as it was the case after 11 September, 2001 and SARS, airports have shown high flexibility in dealing with their airline's customers to relieve some of the financial pressure they endured.

**Environment**

The goals of ACI's environmental initiatives are to promote aviation and airport sustainable developments, limiting or reducing environmental impacts while supporting economic and social benefits – the key to community permission to operate and grow at both global and local levels.

**Technical standards**

ACI is constantly active in the field of technical standards for airport design. They work with members under the remit of the World Safety and Technical Standing Committee and with ACI regional offices to ensure that current technical issues are discussed within ACI. ACI views are then presented to ICAO as part of ACI’s advocacy role.

**Facilitation**

Airport facilitation consists of the efficient management of the flow of passengers, baggage, cargo and mail through the airport facilities, ensuring that services are delivered in a healthy, safe and secure environment, and meeting and exceeding when possible the needs and expectations of customers. This should be applicable for all scenarios, during good days and bad days, under normal operations and situations of flight disruption.

Passenger facilitation is not just achieved by airport operators in isolation. It requires a high level of interaction and coordination with partners and stakeholders that are responsible for the different steps of the end to end passenger process, from the time of booking to the time the passengers arrive at their final destination.

ACI World, through its Facilitation and Services Standing Committee, is committed to help airports improve their terminal flows and processes by providing a set of recommendations, guidelines and best practices, together with measuring and benchmarking opportunities provided through the Airport Service Quality (ASQ) programs.

**Security**

Airport security priorities are also important. For more than four decades, the aviation industry has had to counter and respond to the threat of terrorism. Air transport has been a high-profile target for terrorists that seek to publicise their cause and further their aims on the international stage. While the number of attacks has declined significantly, the threat has not. The emergence in the past decade of religious fundamentalism and the suicide terrorist presents a very real and present threat to civil aviation.

Whereas the earlier attacks on civil aviation were largely focused against aircraft inflight, the modern trend reflects a broader front of attack, with the aim of causing mass fatalities. We have seen other public transport infrastructure (such as railway systems and underground mass transit systems) targeted by suicide bombers, resulting in very high loss of life. But civil aviation and airports remain a high profile target to the terrorist and other criminals. ACI member airports are on the front line and aviation security remains one of the highest priorities.

Aviation security has undergone significant changes since the events of 11 September, 2001. ACI takes a very active role in informing regulatory authorities of the impact of new security rules, helping to shape those rules and ensuring that changes in security are communicated to airport authorities.

ACI has formulated a number of policy positions on security issues which guide the organization and member airports. These can be viewed in the ACI Policy Handbook Chapter 7. These are supplemented by more detailed position papers on specific issues, which are developed in response to developments in the industry.

**Airport Slots**

In 2015, ACI created an Expert Group on Slots (EGS). The EGS proposes worldwide policy on slots, acting with the ACI regions. It also meets with IATA and other relevant organizations and provides support for member enquiries.

The EGS has written a Position Paper to guide ACI’s advocacy on this topic and the EGS’s own further work; it was published in December 2015 after approval by the ACI World Governing Board.

The Position Paper’s main recommendations are:

* ACI and airport operators seek appropriate involvement in the development of the IATA Worldwide Slot Guidelines (WSG) and their implementation.
* ACI calls for additional consideration of the interests of airport operators, their passengers and the communities they serve when aiming for the most efficient use of airport infrastructure.
* ACI calls for the definition of slots to be amended to include an explicit obligation on the part of airlines to use the slots allocated to them.
* ACI supports the development of alternative capacity allocation methods for airports where demand exceeds supply.

ACI believes that the process of development of the WSG has not kept up with changes in the structure of the industry. For example, Airport operators must provide the funding for capacity expansion, and so should have an influence on the way in which that capacity is used, in order to provide a sufficient financial return to justify investment.

Some 300 airports worldwide are directly affected by the coordination principles in the WSG. Around 120 of these 300 are classified as “Facilitated” (Level 2 status), where there is voluntary schedule coordination: airlines are informed by the airport facilitator if congestion is expected during the time of their intended flight operations, with the object of reaching voluntary agreement to adapt peak demand to the available capacity.

The remaining affected airports are Slot Coordinated (Level 3), where it is mandatory to have a slot allocated by the airport coordinator for each arrival or departure. This status has a significant impact on all involved. Airlines are only allowed to operate when they have been allocated a corresponding slot. The number of slots which can be allocated is determined by the coordination parameters (the capacity declaration) before the season starts, and must not be exceeded by the airport coordinator.