

Privatization—The Good, The Bad And The Unknown

Moderator: Joyce Carter, President & CEO, Halifax International Airport Authority

Speakers: Robert Collins, Managing Partner, 3i Infrastructure
Shane Harbinson, Assistant Director-Aviation Department, City of Austin
Michael Minerva, Vice President, Government and Airport Affairs, American Airlines
Tom Ruth, President & CEO, Edmonton Regional Airports Authority
Lysa Scully, General Manager, LaGuardia Airport



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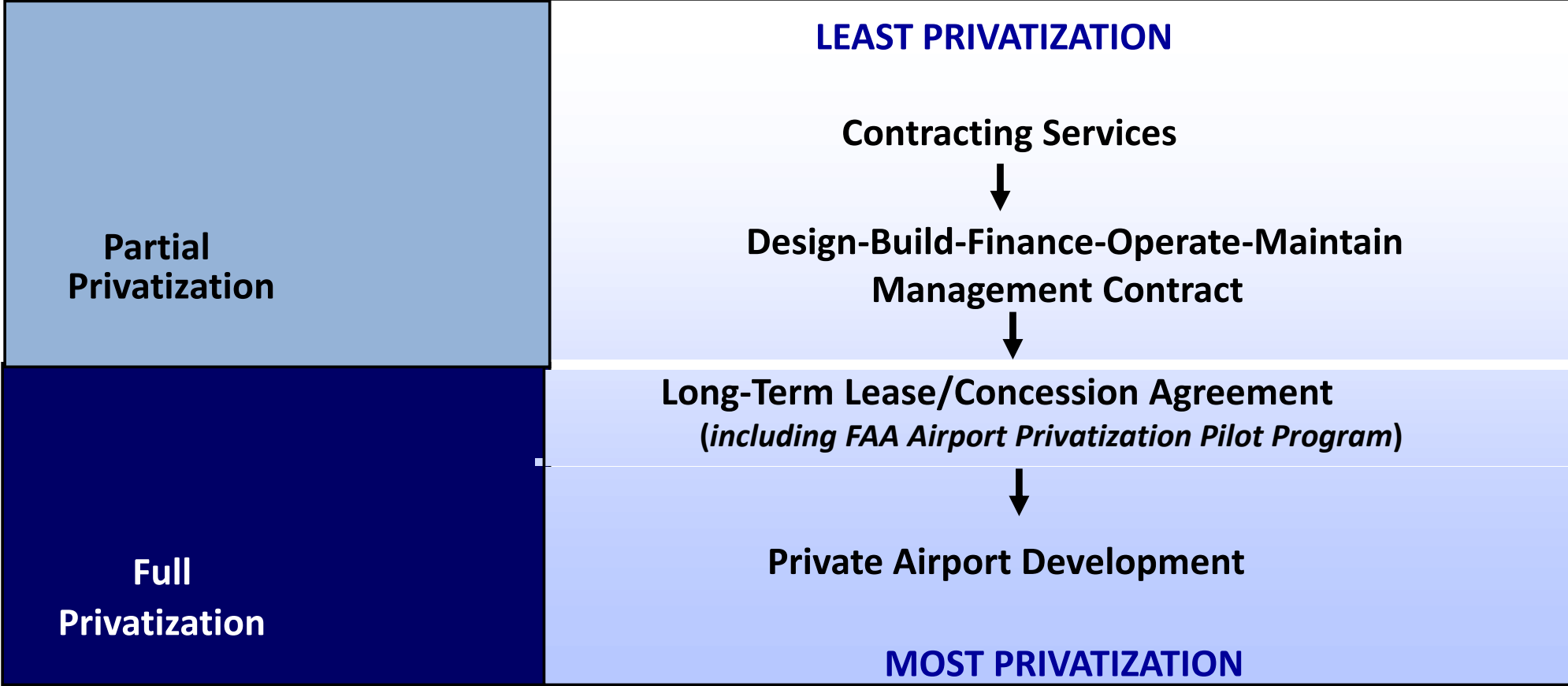
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U.S. Airports

- Almost all commercial service airports in the United States are owned by local and state governments, or by public entities.
- In 1996, Congress established the Airport Privatization Pilot Program (APPP) to test the concept of allowing publicly owned airports to use private capital to improve their facilities.
- Participation in the APPP has been very limited with only two airports completing the privatization process, Stewart International Airport and Luis Muñoz Marín International Airport. However, Stewart reverted to public ownership in 2000. Three airports have active applications to participate in the pilot (Gwinnett County Briscoe Field Airport , Westchester County Airport and Saint Louis Lambert International Airport).
- However, **privatization for U.S. airports is not an all-or-nothing solution**. In fact, many U.S. airports have some private-sector involvement in the operation of their facilities or capital development program.

ACI-NA has not taken a position in support or against airport privatization. However, ACI-NA supports greater flexibility for airports and their sponsors.

U.S. Airports



Source: Adapted from LeighFisher presentation, ACI-NA CEO Forum, February 10, 2017

U.S. Airports

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Canadian Airports

While privately run, airports were not fully privatized under devolution

- In 1992, operation of Calgary, Vancouver, Edmonton and Montreal's Airports were transferred from the federal government to new, not-for-profit airport authorities.
- The 1994 National Airports Policy established 26 National Airports System (NAS) airports with the government of Canada retaining ownership. However, the operation of these airports was transferred to not-for-profit local authorities with an obligation to cover all operating and capital costs and to pay rent to the federal government.
- The operation of smaller Canadian airports was also transferred to not-for-profit local authorities. These airports also have an obligation to cover all operating and capital costs.
- Private corporations own the passenger terminal at Port Toronto's Billy Bishop Airport and are involved in the operation of airports in many communities.
- In February, 2016 the Canadian Government published a Review of the Canada Transportation Act – "Pathways: Connecting Canada's Transportation System to the World". The report discussed options for privatizing large airports.

CAC has not taken a position in support or against airport privatization.

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