

Written questions members Island Council for the Executive Council/ Government Commissioners.
(art.159, lid 1 WolBES/ art. 46 RvO Islandcouncil)

Issue : Airport landing and parking fees
Date question : August 20, 2021
Sender : Rechelline Leerdam
Date answer : **(within 15 days)**
Responsible Com./Gov.Com. : A. Francis
Responsible editor :

QUESTIONS:

1. Is it correct the tariff for all classes of aircraft is the same, less than 3 tons and more than 3 tons, namely \$ 14.08 per ton?
2. How does this tariff compare with airports on surrounding islands?
3. Prior to this new ordinance taking effect the rate was a flat \$ 14.08 per landing for aircraft up to 3 tons; for a Twin Otter \$23.48; is this correct?
4. The new rates could be considered as negatively impacting the financial position of regular and charter airlines using our airport; was this fact considered;
5. Were users consulted before the new rates were set;
6. The ambition was expressed by government to make the airport more self-sufficient, more commercially viable, and able to cover its operational costs; how does the proposed increase in tariffs affect or further this ambition? Are further increases likely in the foreseeable future?
7. Parking fee is \$ 2.35 per 24 hours; this remains unchanged; is this intentional?
8. What other revenue generating measures are planned?
9. What non-revenue plans are there to commercialize the airport?
10. Is verbal notice (articles 7, 9, 15 and 17) of debt practical in this day and age? Should verbal notice not always be accompanied by a written notice as well? Is issuing a receipt of payment considered a sufficient registration of debt and notice? Under what circumstances is only a verbal notice of debt practical?
11. Should verbal notice be eliminated as an option altogether?
12. What would be an acceptable reason for "ontheffing?"
13. Why are these fees not open for "kwijtschelding?"
14. In the Toelichting art 5 mention is made of a higher fee for landing after airport closing time. This is not mentioned in the ordinance itself; why not? What is the amount of this higher fee?
15. How do scheduled and charter airlines arriving daily usually pay their landing fees, monthly, quarterly?
16. How do current long-term parking clients usually pay their fees, monthly, quarterly?
17. Is there computer software in place or available that keeps track of aircraft movements at the airport that is connected to the billing process? If not, how does the process work now to translate aircraft movements into notices and billing?
18. In case of immediate payment, is there a cashier at the airport? If not, how does this work?
19. Starting date for the new fees is 15 August 2021; The Executive Council decision was 6 July 2021; how much advance notice did users receive regarding the new fees?
20. Is there a general policy that new legislation is ratified six months prior to its implementation? Does it apply here?
21. Are military aircraft generally exempted other than under one of the categories mentioned?
22. In the Antillean legislation there was a possibility for 50% or 75% reduction in fees for long term parking clients; was this option considered?

ANSWERS: