

ENSURE YOUR STATE'S INFORMATION IS UP TO DATE

Congo

1. **SATAPS** is an on-line database for States and industry stakeholders to monitor the implementation of the Lomé and Antananarivo Declarations, and take necessary follow-up or corrective actions. Please register to SATAPS and upload the information. For more information, visit: <http://www.icao.int/sustainability/Pages/SATAPS.aspx>

2. **Aerotariffs** provides information on airport and air navigation services charges (tariffs) that are officially registered with ICAO. Under Art. 15 of the Chicago Convention, all Member States shall communicate to ICAO such charges. Please to revise the information sent and to update it, if necessary. If you find any discrepancy, please contact us at: aerotariffs@icao.int

You are invited to visit **Aerotariffs** website and request a demo of the tools, which is useful to calculate airport charges and to benchmark different airports: <https://www4.icao.int/doc7100>

3. The **World Air Services Agreements (WASA)** Database includes agreements that are officially registered with ICAO (Art. 83 of the Chicago Convention), as well as other agreements and arrangements, which are publicly available. For information and to correct any discrepancies, please contact us: ecd@icao.int

4. The **ICAO E-Tools WASA Map** is a data visualization of WASA data and traffic (attached). For any enquiry about the WASA Map, please visit ICAO's exhibition booth.

CONGO
STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)



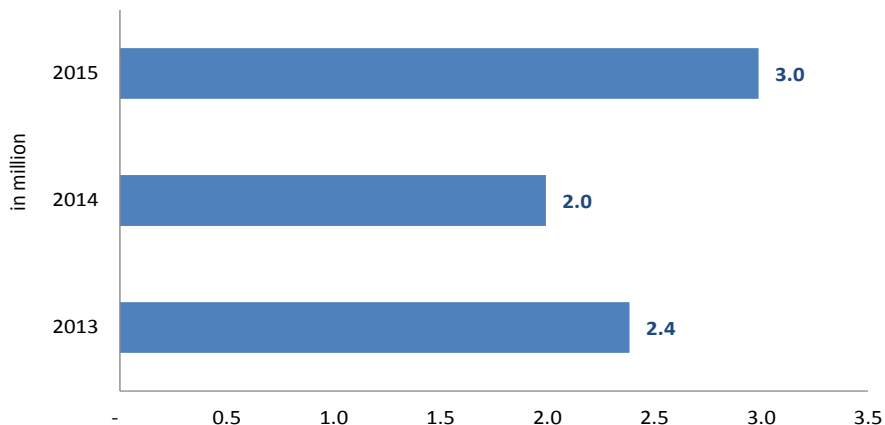
Area	Action	Reference
Alleviation of restrictions	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	Some of the agreements have been revised, in particular with the States of the European Union, and the Republic of Congo has accepted the community clause in these agreements. However, for the moment, reciprocity with other States does not enable greater opening up in ownership and control.
	Revise ASAs to alleviate capacity restrictions	The air service agreements proposed by the Republic of Congo do not contain any capacity restrictions. The fact remains that some States are very attached to them and make them a prerequisite in negotiations.
Charges	Implement ICAO policies on user charges	The Republic of Congo is implementing the ICAO policy on charges.
Competition	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	
	Encourage cooperation among competition authorities	
	Participate in ICAO Air Transport Symposium (IATS), March 2016	The Republic of Congo will take part in the Air Transport Symposium to be held in March 2016.
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS),	Implement air transport operators cooperation through code share/alliances.	The Republic of Congo permits code sharing and encourages alliances among airlines. It is within this context that it proposes or accepts the inclusion of clauses relating thereto in air services agreements.
	Support development by ICAO of connectivity indicator	
Consumer protection	Implement essential services schemes	
	Associate consumer representative organizations	
	Adhere to Montreal Convention, 1999	The Republic of Congo has acceded to the Montreal Convention of 1999.
Cooperation across value chain	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	
	Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), African Union Commission (AUC), Airlines Association of Southern Africa (AASA)	
Data and analysis	Share data and analysis	
	Share customized traffic and cargo forecasts	
	Provide business analysis tools	
Fleet renewal	Adhere to Cape Town Convention, 2001	The Republic of Congo has acceded to the Cape Town Convention of 2001.
	Make use of Art. 83 bis of the Chicago Convention	The Republic of Congo has ratified Article 83 bis, but has not yet signed the relevant agreement.
Infrastructure development	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	The Republic of Congo implements public-private partnerships. Accordingly, our country's main airports are operated by concession.
	Provide sufficient infrastructure to accommodate growth	For over five years, the Republic of Congo has been implementing a vast programme of airport infrastructure modernization in order to cope with, among other things, the increase in traffic and thus to meet the needs of passengers.
	Increase awareness of ICAO guidance on infrastructure funding	Our country takes into consideration ICAO guidance on infrastructure funding.
Market access liberalization	Grant 7th freedom traffic rights for air cargo services	Traffic rights for cargo are fully liberalized and granted each time airlines make a request to that effect.
	Align Air Services Agreements (ASAs) with YD	The air services agreements signed with the States Parties to the Abuja Treaty are aligned with the YD.
	Implement Yamoussoukro Decision (YD) framework	The Republic of Congo is implementing the YD and is among the 11 States that have spoken in favour of establishing the African single air transport market by 2017.
Safety	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	The Republic of Congo is implementing the 2012 Abuja Declaration on Aviation Safety in Africa.
	Establish mechanisms to ensure sustainable funding of safety oversight functions	The mechanism for funding safety oversight missions exists and is operational.
Security and facilitation	Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB)	
	Develop and implement Regulated Agent and Known Consignor's programmes	Regulations in these respects are currently being developed.
	Establish mechanisms to ensure the sustainable funding of security oversight functions	A funding mechanism is in place and a budget for security has been established.
	Implement electronic visas	
Taxation	Eliminate non-physical barriers between States	The Republic of Congo promotes the elimination of non-physical barriers between States at the community and international levels. For example, several agreements have been concluded with States in Africa, Europe, Asia, and the Americas concerning visa exemptions.
	Avoid imposing discriminatory levies on air transport	There are no discriminatory levies on air transport in the Republic of Congo.
	Implement ICAO policies on taxation	The Republic of Congo implements ICAO policies on taxation to the extent possible.
Training	Assess economic impact of excessive taxation	
	Support ICAO efforts to quantify personnel shortages (Doc 9956)	
	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	
	Use ICAO air cargo-specific training, including dangerous goods	



ECONOMIC DEVELOPMENT

Freight Tonne Kilometre (FTK)

Source: ICAO, Air Transport Reporting Form A

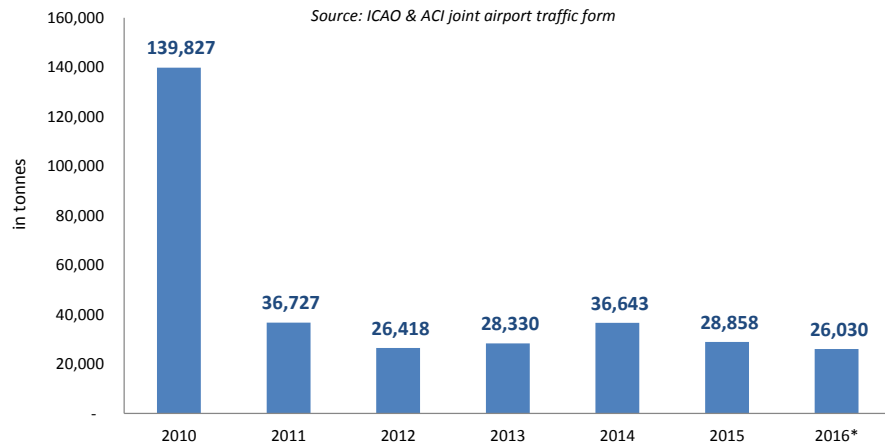


Freight Tonne Kilometer Ranking (FTK)

- Within Africa Region: 21/54
- World: 107/191

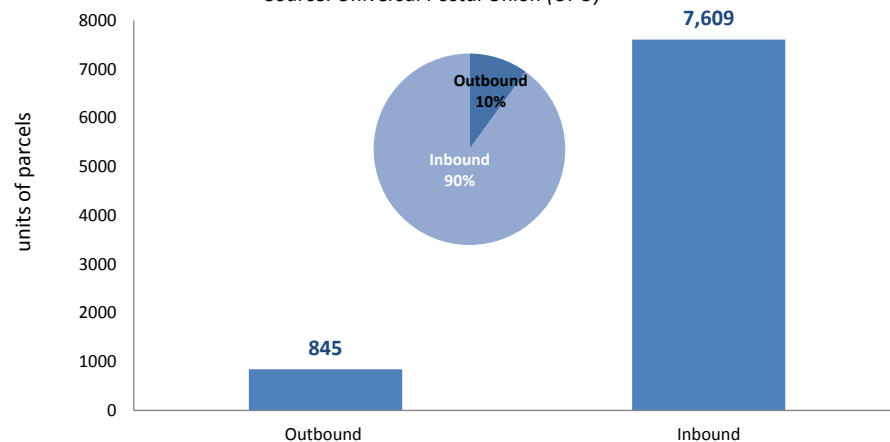
Evolution of Airport Cargo Traffic

Source: ICAO & ACI joint airport traffic form



e-Commerce Activity, 2015

Source: Universal Postal Union (UPU)



CONGO

LATEST AMENDMENT DATED: 2 April 2015

AIRPORTS: Major international airports

LANDING CHARGES

Basis: Maximum take-off weight in the C. of A.

International traffic:	XAF / tonne
First 25 tonnes	2 087 (Minimum 5 209)
From the 26th to the 75th tonne	4 192
From the 76th to the 150th tonne	5 877
Over 150 tonnes	5 510
Domestic traffic:	
First 14 tonnes	394 (Minimum 5 398)
From the 15th to the 25th tonne	1 564
From the 26th to the 75th tonne	3 145
From the 76th to the 150th tonne	3 977
Over 150 tonnes	3 752
Private aircraft:	
Tourism aircraft up to 2 tonnes	XAF 5 190 (flat charge)

LIGHTING CHARGES

Per landing or take-off:

High Intensity
XAF 106 079 for MTOW of more than 75 tonnes at Brazzaville
XAF 83 746 for MTOW of less than 75 tonnes at Brazzaville

Low Intensity:
XAF 41 876 per flight at Brazzaville and Point Noire

CHARGE FOR EXTENDED OPERATING HOURS

XAF 10 000 per 2-hour period

PARKING CHARGES

Basis: Maximum take-off weight in the C. of A.

First 2 hours free, thereafter:
XAF 120 per tonne or part thereof per hour or part thereof.

CONGO

PASSENGER SERVICE CHARGES

Domestic	XAF 3 500 per passenger
International	XAF 12 240 per passenger

SECURITY CHARGES

Domestic	XAF 500 per passenger
International and regional	XAF 1 000 per passenger

CARGO CHARGES

Domestic Traffic:	XAF 30 /kg
International Traffic:	XAF 40 /kg

FUEL CHARGE

XAF 3.4 per litre imported or exported.

AIR NAVIGATION CHARGES

Basis: Maximum take-off weight in C. of A. and distance flown.

For MTOW up to 14 tonnes the charge payable is fixed at the rate of EUR 211.69 on international flights, EUR 88.14 on national flights and 84.99 on regional flights.

For MTOW of more than 14 tonnes refer to the same category of charges under Senegal.

Ratification Status of Treaties	Congo
Convention on International Civil Aviation, signed at Chicago on 7 December 1944	•
Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 83 bis], signed at Montréal on 6 October 1980	•
International Air Services Transit Agreement, signed at Chicago On 7 December 1944	•
International Air Transport Agreement, signed at Chicago On 7 December 1944	
Convention for the Unification of Certain Rules Relating to International Carriage by Air, signed at Warsaw on 12 October 1929	•
Convention on the International Recognition of Rights in Aircraft, signed at Geneva on 19 June 1948	•
Protocol to Amend the Convention for the Unification of Certain Rules Relating to International Carriage by Air, done at Warsaw on 12 October 1929, as amended by the Protocol signed at The Hague on 28 September 1955	•
Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Tokyo on 14 September 1963	•
Convention for the Suppression of Unlawful Seizure of Aircraft, signed at The Hague on 16 December 1970	•
Protocol for the Suppression of Unlawful Acts of Violence at Airports Serving International Civil Aviation, Supplementary to the Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation, done at Montréal on 23 September 1971, signed at Montréal on 24 February 1988	•
Convention for the Unification of Certain Rules for International Carriage by Air, signed at Montréal on 28 May 1999	•
Convention on International Interests in Mobile Equipment, signed at Cape Town on 16 November 2001*	•
Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment, signed at Cape Town on 16 November 2001	•
Convention on Compensation for Damage Caused by Aircraft to Third Parties, signed at Montréal on 2 May 2009	•
Convention on Compensation for Damage to Third Parties, Resulting from Acts of Unlawful Interference Involving Aircraft, signed at Montréal on 2 May 2009	•
Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, signed at Beijing on 10 September 2010	
Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft, signed at Beijing on 10 September 2010	•
Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft, signed at Montréal on 4 April 2014**	•

*Cape Town Convention. In addition, the Syrian Arab Republic, Zimbabwe, Gabon, Seychelles and Costa Rica have deposited their instruments of accession in respect of this Convention. In accordance with its Article 49(2), the Convention shall enter into force for these States as applied to aircraft equipment when they accede to the Aircraft Equipment Protocol (Cape Town, 2001).

(1) As of 1 December 2009, the European Union replaced and succeeded the European Community.

** Montréal Protocol. Not in force: 22 ratifications required.

World's Air Services Agreements (WASA)

CONGO

State A	State B	Date	ICAO Number
CONGO	SAO TOME & PRINCIPE	20/07/1984	03321
CONGO	BURKINA FASO	17/07/1984	03323
CONGO	ALGERIA	08/04/1973	03324
CONGO	NETHERLANDS	03/02/1969	02139
CONGO	USSR	28/09/1964	02404
CONGO	SWITZERLAND	24/10/1964	02087
CONGO	SWEDEN	27/02/1967	01950
CONGO	SPAIN	08/01/1986	03451
CONGO	ROMANIA	21/07/1978	03094
CONGO	PORTUGAL	03/07/1979	03318
CONGO	MALI	10/03/1964	02083
CONGO	GUINEA	19/02/1983	03320
CONGO	GHANA	21/05/1964	01897
CONGO	DENMARK	27/02/1967	01974
CONGO	DEM. PEOPLE'S REP. OF KOREA	29/05/1978	03452
CONGO	BURUNDI	20/10/1980	03347
CONGO	GERMANY	30/10/1962	03453
CONGO	GERMANY	12/02/1981	03319

**Bilateral Agreement and Traffic for
CONGO**

State		Agreement Type	Flights	Seats
DZA	Algeria	Traditional/Transitional	0	0
AGO	Angola	Non-recorded Agreement	106	12,720
BEN	Benin	Non-recorded Agreement	270	32,398
BFA	Burkina Faso	Traditional/Transitional	0	0
BDI	Burundi	Traditional/Transitional	0	0
CMR	Cameroon	Non-recorded Agreement	444	56,460
CAF	Central African Republic	Non-recorded Agreement	103	12,360
CIV	Cote D'Ivoire	Non-recorded Agreement	44	4,902
PRK	Dem. People's Rep. of Korea	Traditional/Transitional	0	0
COD	Dem. Rep. of The Congo	Non-recorded Agreement	256	34,680
DNK	Denmark	Traditional/Transitional	0	0
EGY	Egypt	Non-recorded Agreement	4	0
GNQ	Equatorial Guinea	Non-recorded Agreement	53	2,438
ETH	Ethiopia	Non-recorded Agreement	734	142,583
FRA	France	Traditional/Transitional	766	157,366
GAB	Gabon	Non-recorded Agreement	859	96,900
DEU	Germany	Traditional/Transitional	0	0
GHA	Ghana	Traditional/Transitional	0	0
GIN	Guinea	Traditional/Transitional	0	0
KEN	Kenya	Non-recorded Agreement	90	7,050
LBN	Lebanon	Non-recorded Agreement	43	7,955
MLI	Mali	Traditional/Transitional	120	22,200
MAR	Morocco	Non-recorded Agreement	280	44,160
NLD	Netherlands	Traditional/Transitional	0	0
NGA	Nigeria	Non-recorded Agreement	40	0
PRT	Portugal	Traditional/Transitional	0	0
ROU	Romania	Traditional/Transitional	0	0
RWA	Rwanda	Non-recorded Agreement	131	19,388
STP	Sao Tome and Principe	Traditional/Transitional	0	0
ZAF	South Africa	Non-recorded Agreement	258	32,714
ESP	Spain	Traditional/Transitional	0	0
SWE	Sweden	Traditional/Transitional	0	0
ARE	United Arab Emirates	Non-recorded Agreement	197	37495

Scheduled International Annual Growth Rate

Revenue Tonne Kilometres



Compound Annual Growth Rate

— World Total (4.99%)