

The background of the slide features a low-angle photograph of an airport control tower on the left side. The tower has a cylindrical upper section with windows and a grey lower section. To the right of the tower, several flagpoles are visible, flying various national flags. In the distance, an airport tarmac and runways can be seen under a clear blue sky. A small airplane is visible in the upper left portion of the sky. A thick, curved red line arches across the top of the image, framing the text.

**Joint ICAO/AFCAC Symposium
Kampala, 17-19 August 2009**

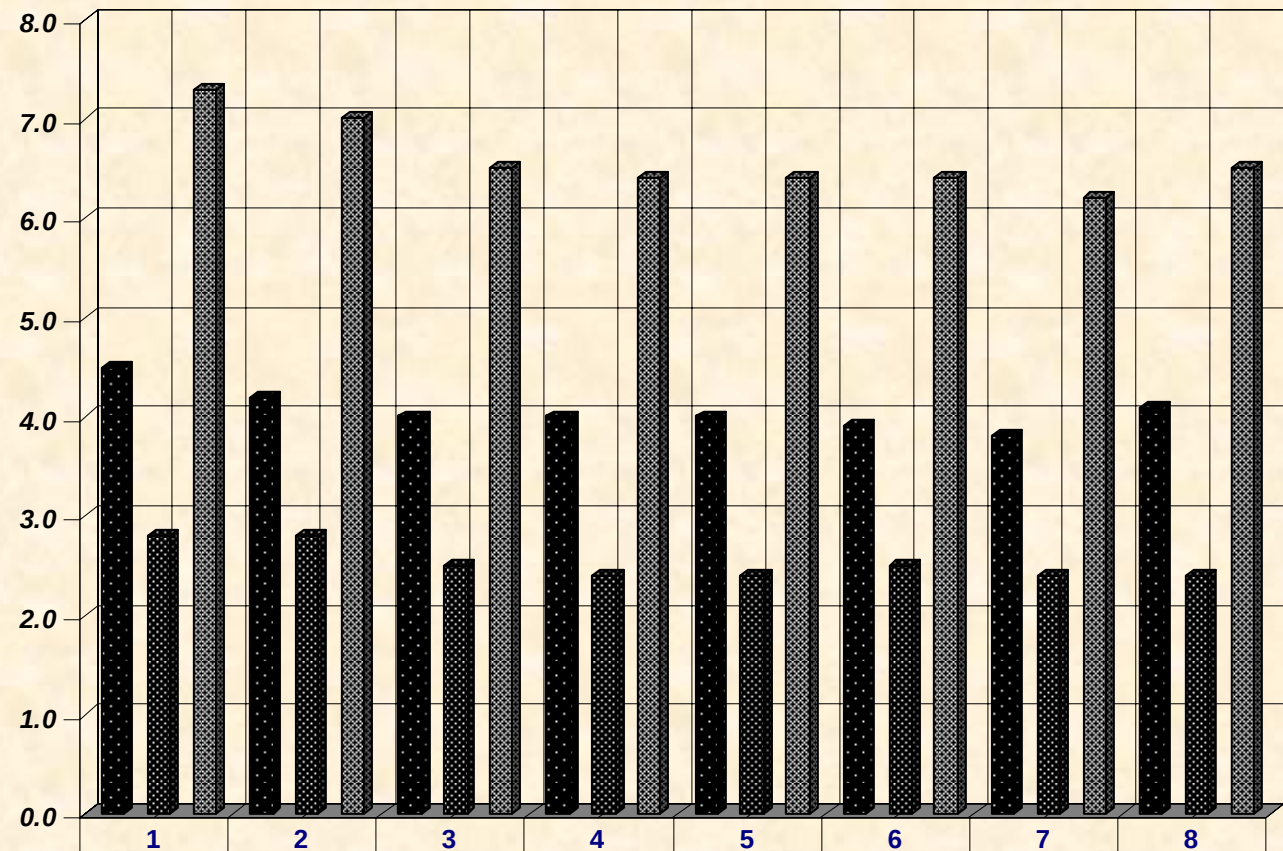
Session 3

**Airport and Air Navigation
Services Charges in Africa**

Regional differences in airport and air navigation services charges – 2005-2006 (Percentage share of total operational expenses - scheduled air services)

Airline expenses►	Landing and related airport charges (%)		Air navigation services charges (%)		Total airport and air navigation charges (%)	
	2005	2006	2005	2006	2005	2006
Regions ▼						
Africa/Middle East	5.1	5.0	5.1	5.4	10.2	10.4
Asia/Pacific	5.7	5.6	2.4	2.4	8.1	8.0
Europe	5.8	6.1	4.9	4.9	10.7	11.0
Caribbean/Central- South America	2.5	2.3	3.0	3.0	5.5	5.3
North America	1.8	1.8	0.8	1.1	2.6	2.9
World	3.8	4.1	2.4	2.4	6.2	6.5

Airport and air navigation services charges as % of airline operating expenses 1995-2006 (worldwide)



■ Landing and associated airport charges	4.5	4.2	4.0	4.0	4.0	3.9	3.8	4.1
□								
▤ Air navigation services charges	2.8	2.8	2.5	2.4	2.4	2.5	2.4	2.4
▥								
▧ Total airport and air navigation charges	7.3	7.0	6.5	6.4	6.4	6.4	6.2	6.5

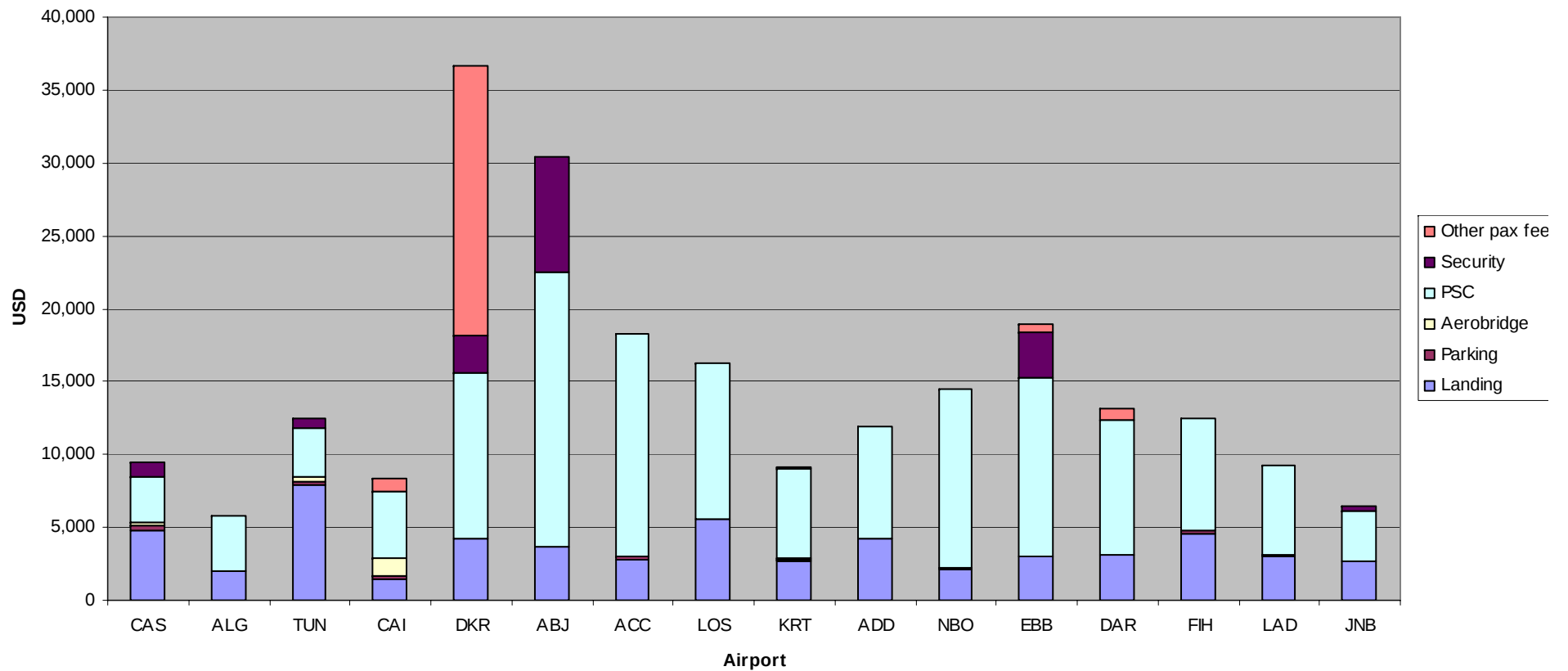
ICAO Doc 7100 (2008)

“Tariffs for Airports and Air Navigation Services”

- Annual publication, available to States on the ICAO-NET; printed copies and CD-ROM can be ordered from ICAO's *Document Sales Unit*:
<http://www.icao.int/eshop>
- Information on airport and air navigation charges in some 180 States
- Doc 7100: source for the following slides

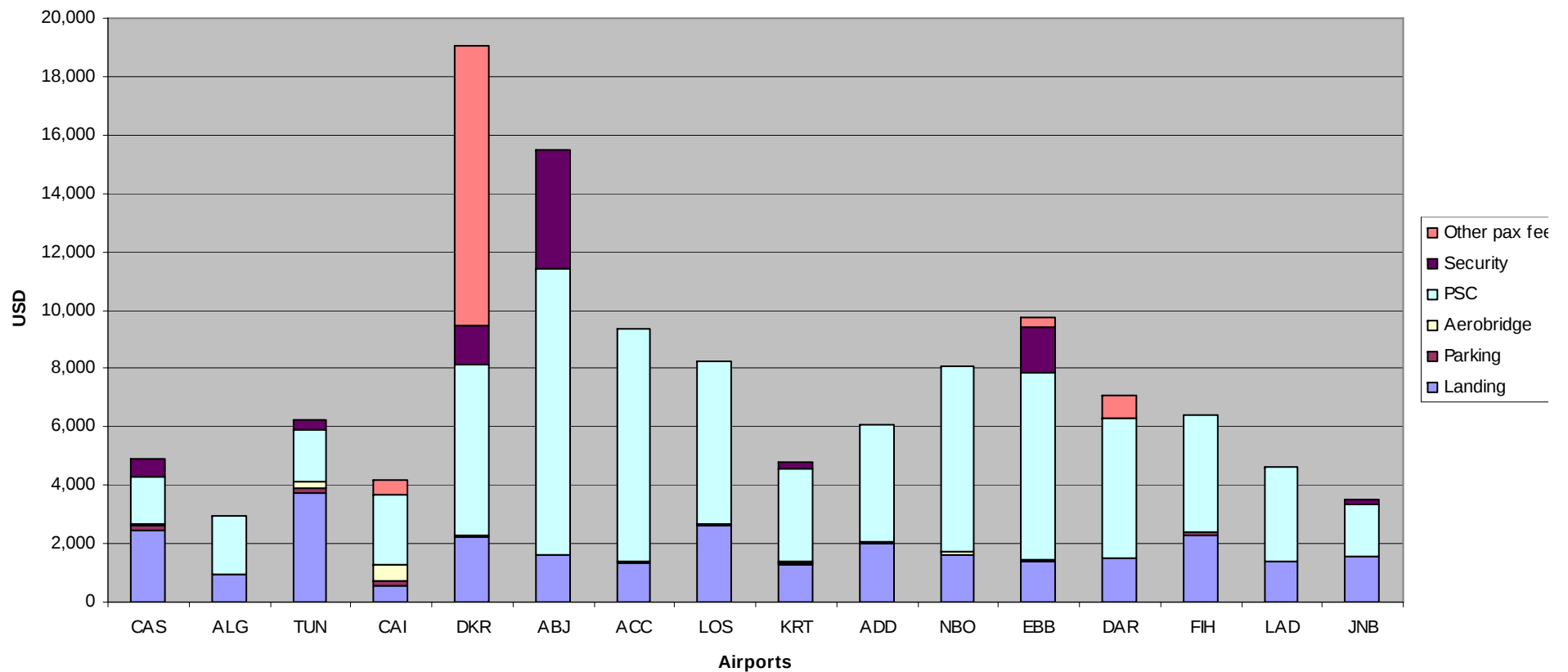
Comparison of airport charges – B747

B747-400: MTOW 394.6 / 307 pax / international



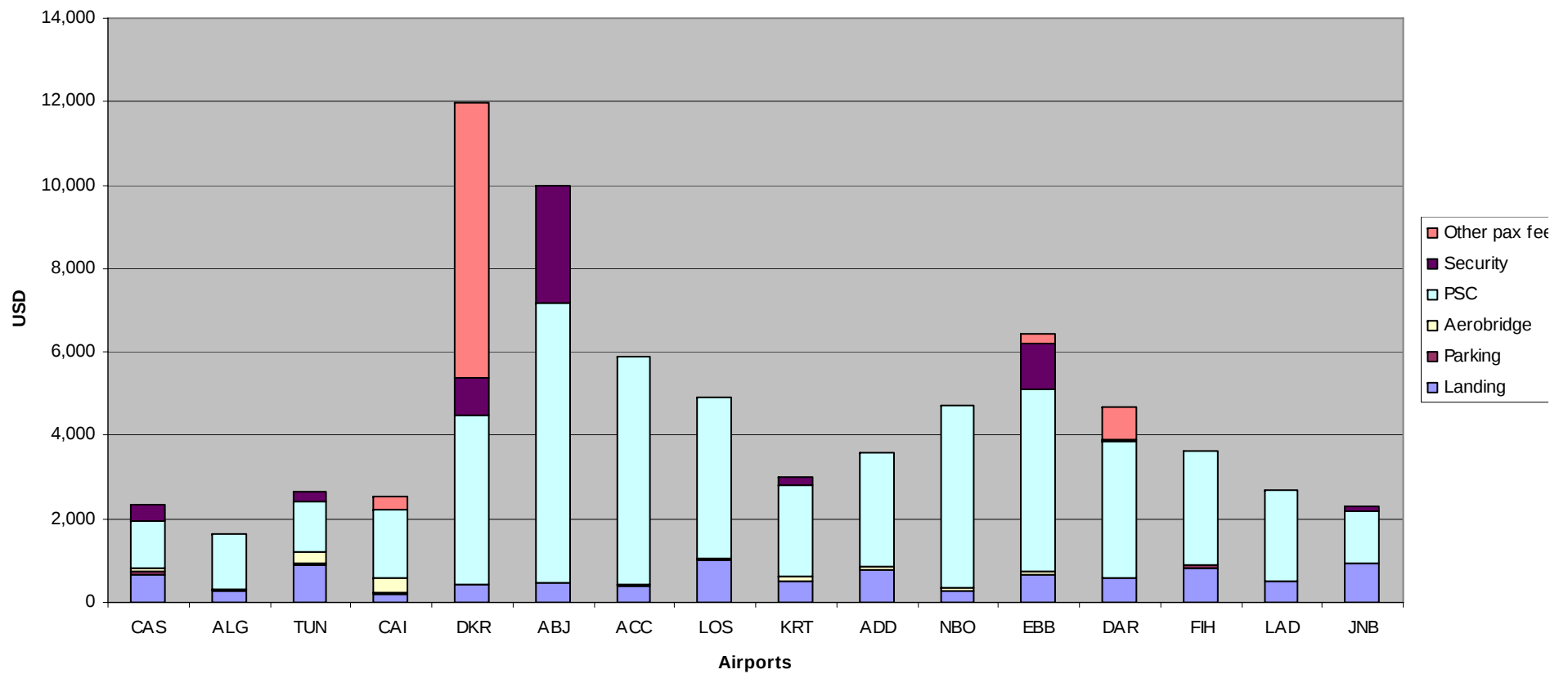
Comparison of airport charges – B767

B767-300: MTOW 186.9 / 159 pax / international



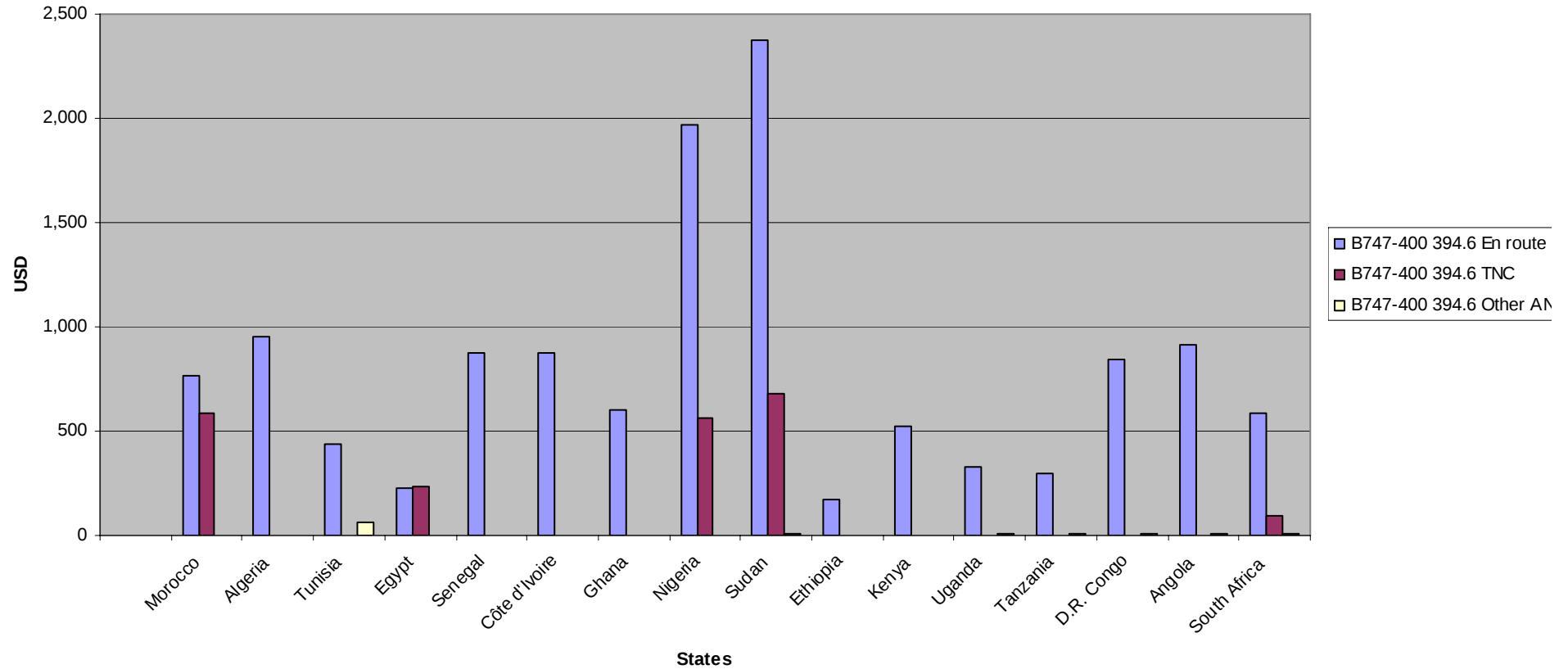
Comparison of airport charges – A320

A320: MTOW 73.5 / 110 pax / international



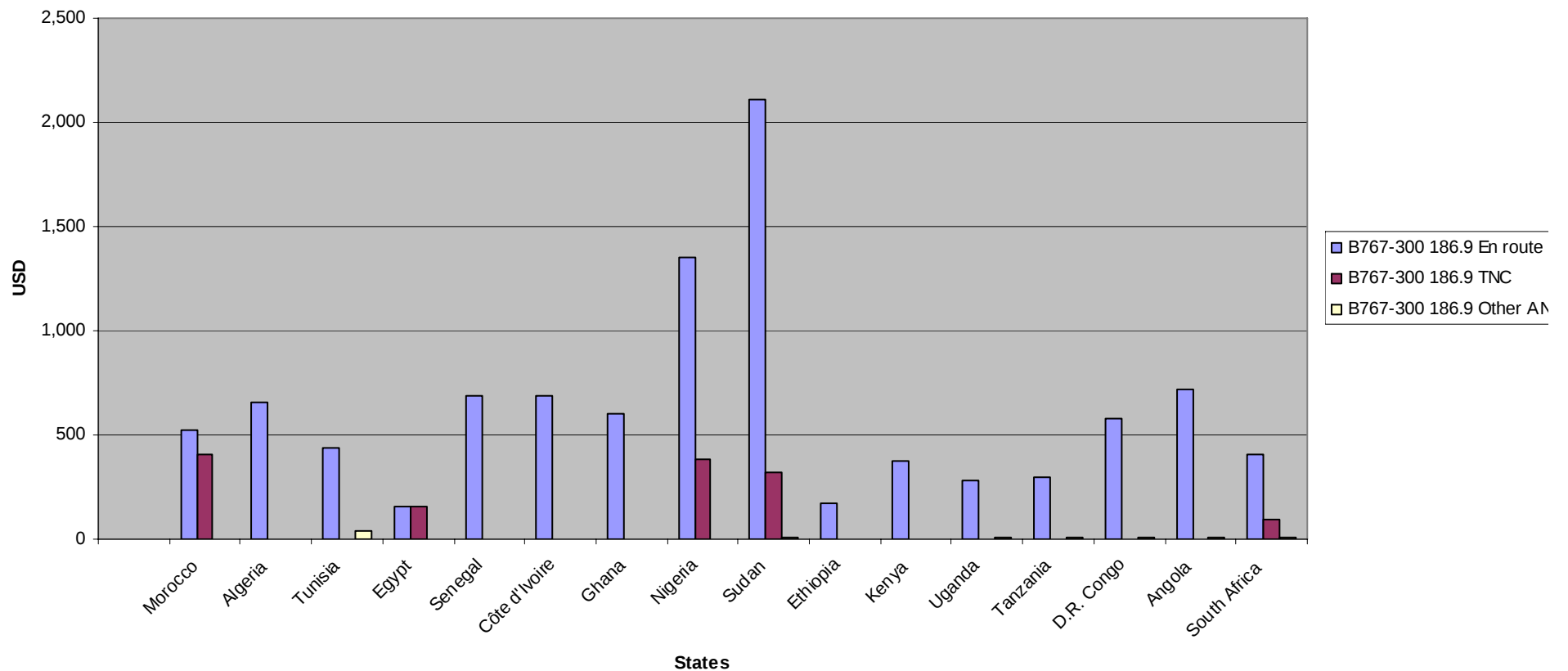
Comparison of air navigation charges – B747

Air navigation charges: en route (1,000 kms) / TNC / other (VSAT, NAFISAT, MET)



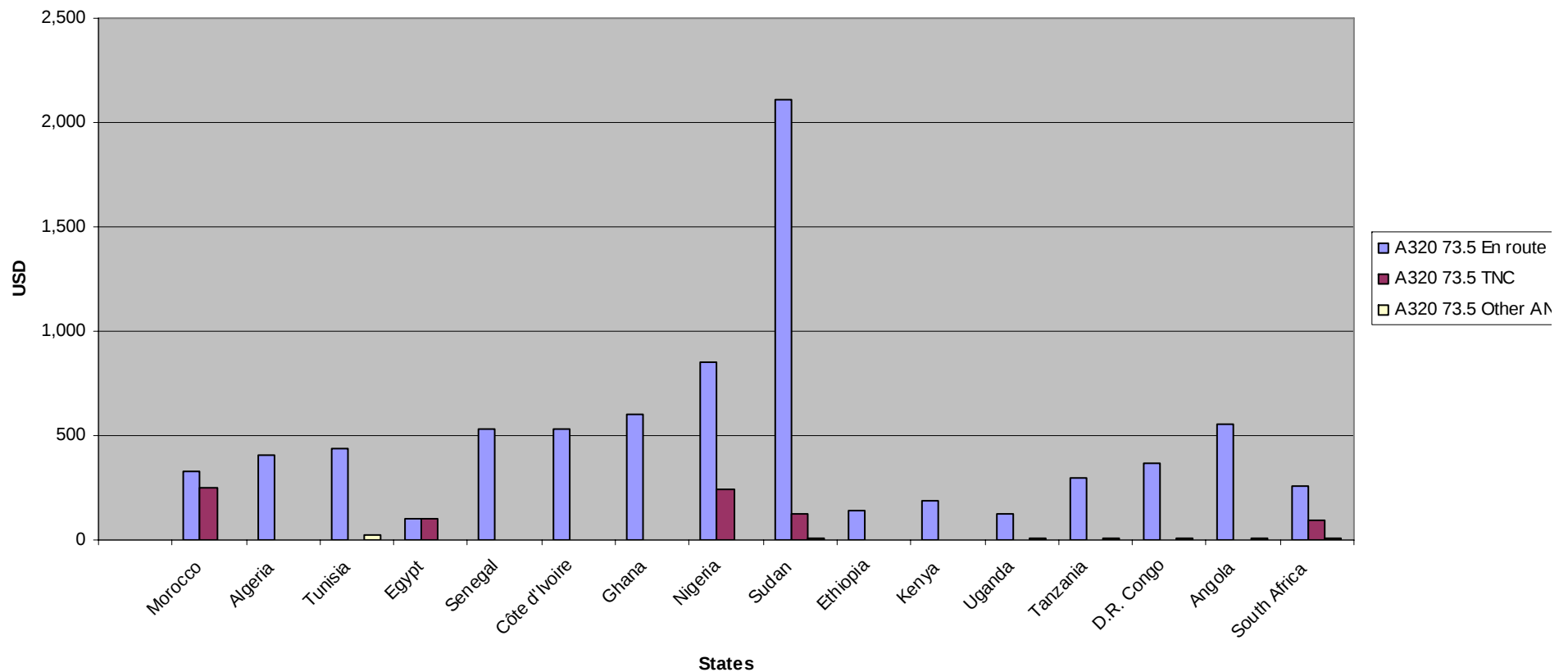
Comparison of air navigation charges – B767

Air navigation charges: en route (1,000 kms) / TNC / other (VSAT, NAFISAT, MET)



Comparison of air navigation charges – A320

Air navigation charges: en route (1,000 kms) / TNC / other (VSAT, NAFISAT, MET)



Charges and Taxes in Africa

- **Comparison of charges levels with other world regions**
- **Reasons for the differences in charges levels within the region**
- **Impact of charges and taxes on users and on air ticket prices**

Charges Structure/Formulae

International/Domestic Differentials

- **Landing charges**
- **Passenger charges**
- **En route charges**
- **Ratio international/domestic charges**

Charges Structure/Formulae (cont)

- **Airport landing charges:** aircraft weight bands in most States (but bands are different); in a few, flat charge per measure of aircraft weight
- **En route charges:** most States use aircraft weight and distance flown, with various types of formulae (ASECNA, EUROCONTROL); some use only distance or a flat charge per flight

Conclusion

- **Airport and air navigation charges are an important cost item for users**
- **Airport charges structures vary between States; for en route, less variation**
- **It is the privilege of the States to decide the structure and level of the charges, depending on their specific circumstances, but the main charging principles of non-discrimination, cost-relatedness, consultation and transparency should be observed**