

**SADIS COST RECOVERY ADMINISTRATIVE GROUP
(SCRAG)**

TWENTY-SIXTH MEETING

(Virtual meeting, 3 December 2025)

Agenda Item 3: Review of actual SADIS costs and cost shares for the period 1 January to 31 December 2024

**SUMMARY OF ACTUAL COSTS AND COST SHARES
FOR THE YEAR 2024**

(Presented by the Secretariat)

REFERENCES
SADIS Agreement SCRAG/25 Report SCRAG/24 Report

1. Introduction

1.1 This paper presents the adjustments of actual costs and actual cost shares for the period 1 January to 31 December 2024. Actual cost shares are determined in accordance with the SADIS Agreement provisions referenced in Sections 3 and 4.

2. Actual Costs for the Period 1 January to 31 December 2024

2.1 Table 1 below presents a summary of the actual SADIS costs for the period 1 January to 31 December 2024. Details of these costs are included in SCRAG/26-WP/5.

TABLE 1

Cost Item	Actual Costs 2024 (UK £)
UK Met Office	207 586
UK NATS (SADIS Gateway)	317 681
Sub-total UK	500 714
ICAO support services costs	37 536
TOTAL	562 803

3. SADIS Agreement: Determination of Cost Share of Each Party

As per Article XI, paragraph 1 of the SADIS Agreement:

Each Party as encompassed by Article III, paragraph 2, shall be assessed a share of the total costs of the SADIS arrangement in proportion to the total number of available tonne-kilometres (ATKs) in scheduled services (international and domestic) performed by air carriers based in the territory of the State of that Party. The share of each Party shall be calculated from the total number of ATKs performed by all air carriers based in the territory of the State of that Party as a percentage of the total number of such ATKs performed by all air carriers of all the Parties participating in the arrangement. The total costs to be shared shall include the costs attributable to the Parties exempted from paying.

4. Cost Shares for the Period 1 January to 31 December 2024

4.1 In the Attachment to this working paper, Actual Costs for 2024 are being compared to the 2024 Estimated Costs (as initially presented and allocated to States in the SCRAG/24 Report for assessment purposes). The variance between the Actual 2024 and the Estimated 2024 costs is then distributed to the States based on the 2024 ATK data.

5. Data: Available Tonne-Kilometres (ATKs)

5.1 The data used to calculate SADIS invoices is provided by the Aviation Data Analysis Section (ADA) of ICAO. The obligation to submit statistical information to ICAO is established under Article 67 of the Chicago Convention, which states: "Each contracting State undertakes that its international airlines shall, in accordance with requirements laid down by the Council, file with the Council traffic reports, cost statistics, and financial statements showing, among other things, all receipts and their sources." Additionally, Articles 54 and 55, which outline the functions of the ICAO Council, include multiple references to the collection and dissemination of such information.

5.2 The ICAO Statistics Programme is responsible for the collection, compilation, verification, validation, and storage of data reported by ICAO Member States. Fully reported data includes all datasets submitted by Member States under ICAO's registries. For invoicing purposes, traffic data is derived from the Air Transport Reporting Forms (ATRs), specifically Form A, which is also referred to as the Commercial Traffic System-Wide Report for air carriers. Member States provide information on 11 items for both scheduled and non-scheduled services, disaggregated by domestic and international flights. Among these items is the Available Tonne-Kilometre performed (ATK). After undergoing a rigorous verification and validation process, the final figures are submitted to the Joint Finance Department.

5.3 Data Estimates

5.3.1 Some Member States may report incomplete datasets for their airlines, or they may not report any data at all. In such cases, ADA staff retrieves supplementary data from the Official Aviation Guide of the Airways (OAG), specifically using the Power Table Report. The metrics extracted from this report are the number of frequencies, name and code of the carrier, departure airport, arrival airport and specific aircraft type.

5.3.2 Additionally, ICAO staff utilize the “Aircraft Type” reference file, which provides the minimum and maximum payload capacities for each aircraft type. The data obtained from the OAG report is cross-referenced with ICAO’s “Aircraft Type” reference file to determine the maximum unit payload. To calculate the total payload capacity, the maximum unit payload is multiplied by the number of flights.

5.3.3 Additional columns are also added to the file, such as "From State," "To State," and "Stage" (to determine whether the flight is domestic or international). Once the dataset is complete, the calculation of ATK is carried out. To calculate the ATK, the distance between each airport pair is added and then multiplied by the payload for that route. Finally, the total ATK is obtained by summing the ATK values across all flight stages. It is important to note that the OAG dataset reflects planned schedules, which does not necessarily indicate that the flights were performed.

6. Summary

6.1 Taking into account the information in Table 1 and Sections 3 to 5 above, the Attachment shows, for the period 1 January to 31 December 2024, the actual cost share to be borne by each State receiving the SADIS service, based on the 2024 ATKs, in accordance with Article XI, paragraph 3 of the SADIS Agreement. The Attachment also indicates the required adjustment for 2024 per State derived by comparing actual 2023 costs to estimates.

7. Action by the Group

7.1 The Group is invited to:

- a) review the actual costs of providing the SADIS services for the period 1 January to 31 December 2024 totaling £562 803, presented in Table 1 above;
- b) note the information presented in Sections 3 to 6 above; and
- c) determine the cost share for the period 1 January to 31 December 2024 to be borne by the States participating in the SCAR scheme in 2024 on the basis of their number of ATKs for 2024, as presented in the Attachment.

ATTACHMENT

ATTACHMENT
ACTUAL COST SHARES FOR THE PERIOD 1 JANUARY TO 31 DECEMBER 2024*
AND ADJUSTMENT FOR 2024

STATES	2024 Available Tonne-Kilometres in Scheduled Services (000)	Percentage Cost Share	Share of 2024 Actual Costs (£ Sterling)	Share of 2024 Estimated Costs SCRAG/24 Appendix G (£ Sterling)	Adjustment for 2024 (£ Sterling)
Albania (note 1)	90 719	0.013%	72.19	44.86	27.33
Algeria	1 258 092	0.178%	1 001.15	1 427.77	- 426.62
Armenia	299 867	0.042%	238.63	1 096.14	- 857.51
Australia	22 347 349	3.160%	17 783.37	19 042.75	- 1 259.38
Austria (note 2)	7 213 207	1.020%	5 740.06	8 095.77	- 2 355.71
Azerbaijan	3 706 322	0.524%	2 949.38	611.24	2 338.14
Bahrain	4 292 128	0.607%	3 415.55	4 430.02	- 1 014.47
Belgium (note 1)	30 573 143	4.323%	24 329.22	8 697.27	15 631.95
Bosnia and Herzegovina	454	0.000%	0.36	0.00	0.36
Botswana	25 419	0.004%	20.23	23.41	- 3.18
Bulgaria	114 436	0.016%	91.06	107.48	- 16.42
Cabo Verde	65 721	0.009%	52.30	20.42	31.88
Cameroon	28 111	0.004%	22.37	22.50	- 0.13
China:		0.000%	0.00	0.00	0.00
- Hong Kong	28 705 798	4.059%	22 843.24	13 623.35	9 219.89
- Macao	871 301	0.123%	693.36	180.56	512.80
Congo (note 1)	32 360	0.005%	25.75	22.54	3.21
Côte d'Ivoire	8 374	0.001%	6.66	249.30	- 242.64
Croatia	208 638	0.030%	166.03	210.85	- 44.82
Cyprus	141 222	0.020%	112.38	327.54	- 215.16
Czechia	614 491	0.087%	488.99	598.76	- 109.77
Denmark	2 363 586	0.334%	1 880.87	3 863.91	- 1 983.04
Egypt (note 2)	7 059 152	0.998%	5 617.47	6 147.78	- 530.31
Equatorial Guinea	5 658	0.001%	4.50	18.27	- 13.77
Estonia (note 1)	431 658	0.061%	343.50	0.00	343.50
Eswatini	6 336	0.001%	5.04	0.82	4.22
Finland	5 563 869	0.787%	4 427.57	5 489.14	- 1 061.57
France	37 914 801	5.361%	30 171.50	39 420.71	- 9 249.21
Gabon (note 1)	31 576	0.004%	25.13	34.18	- 9.05
Georgia	247 478	0.035%	196.94	73.46	123.48
Germany	45 908 794	6.491%	36 532.89	47 179.31	- 10 646.42
Ghana	23 181	0.003%	18.45	30.47	- 12.02
Greece	2 640 235	0.373%	2 101.02	2 353.73	- 252.71
Hungary	11 019 203	1.558%	8 768.76	10 678.69	- 1 909.93
Iceland	2 138 304	0.302%	1 701.60	37.45	1 664.15
India	36 814 968	5.205%	29 296.29	30 496.03	- 1 199.74
Indonesia	13 039 898	1.844%	10 376.77	10 631.59	- 254.82
Ireland	27 601 932	3.903%	21 964.82	27 120.05	- 5 155.23
Israel	4 537 650	0.642%	3 610.93	4 104.64	- 493.71
Italy (note 2)	6 120 831	0.865%	4 870.78	5 917.76	- 1 046.98
Jordan	1 783 526	0.252%	1 419.28	1 767.56	- 348.28
Kazakhstan (note 2)	2 607 487	0.369%	2 074.96	2 077.70	- 2.74
Kenya	3 103 731	0.439%	2 469.86	2 911.53	- 441.67
Kuwait	2 631 875	0.372%	2 094.37	2 602.34	- 507.97
Kyrgystan	319 190	0.045%	254.00	303.32	- 49.32
Latvia	1 072 356	0.152%	853.35	928.60	- 75.25
Libya (note 1)	561 136	0.079%	446.54	352.82	93.72
Lithuania	1 568	0.000%	1.25	0.47	0.78

ATTACHMENT (cont'd)
ACTUAL COST SHARES FOR THE PERIOD 1 JANUARY TO 31 DECEMBER 2024*
AND ADJUSTMENT FOR 2024

STATES	2024 Available Tonne-Kilometres in Scheduled Services (000)	Percentage (000)	Share of 2024 Actual Costs (£ Sterling)	Share of 2024 Estimated Costs SCRAG/24 Appendix G (£ Sterling)	Adjustment for 2024 (£ Sterling)
Luxembourg	11 393 631	1.611%	9 066.72	14 482.56	- 5 415.84
Maldives (note 1)	143 373	0.020%	114.09	114.42	- 0.33
Malta (note 2)	235 701	0.033%	187.56	674.66	- 487.10
Mauritius	1 279 139	0.181%	1 017.90	1 071.69	- 53.79
Montenegro	43 090	0.006%	34.29	40.11	- 5.82
Morocco	4 129 470	0.584%	3 286.11	3 956.50	- 670.39
Namibia	5 397	0.001%	4.29	13.68	- 9.39
Netherlands	20 175 603	2.853%	16 055.16	22 501.78	- 6 446.62
Nigeria (note 2)	550 830	0.078%	438.33	542.56	- 104.23
North Macedonia (note 4)	0	0.000%	0.00	0.00	0.00
Norway	4 645 122	0.657%	3 696.45	4 016.54	- 320.09
Oman	3 042 835	0.430%	2 421.40	1 256.68	1 164.72
Pakistan	2 440 180	0.345%	1 941.82	2 603.55	- 661.73
Poland	3 253 888	0.460%	2 589.35	3 357.17	- 767.82
Portugal	6 415 128	0.907%	5 104.97	5 746.80	- 641.83
Qatar	57 220 414	8.091%	45 534.35	56 288.29	- 10 753.94
Republic of Moldova	259 401	0.037%	206.42	240.88	- 34.46
Romania	727 666	0.103%	579.06	643.56	- 64.50
Saudi Arabia	14 533 341	2.055%	11 565.21	12 923.29	- 1 358.08
Senegal (note 1)	371 791	0.053%	295.86	508.99	- 213.13
Serbia	825 697	0.117%	657.07	626.45	30.62
Seychelles	52 483	0.007%	41.76	65.66	- 23.90
Slovakia	20 344	0.003%	16.19	0.44	15.75
Slovenia (note 3)	0	0.000%	0.00	0.23	- 0.23
South Africa	1 888 381	0.267%	1 502.72	1 785.69	- 282.97
Spain (note 2)	21 844 667	3.089%	17 383.35	21 750.07	- 4 366.72
Sweden (note 2)	2 116 619	0.299%	1 684.34	1 613.39	70.95
Switzerland	11 957 322	1.691%	9 515.29	10 851.48	- 1 336.19
Tajikistan (note 1)	298 755	0.042%	237.74	222.03	15.71
Thailand	16 649 124	2.354%	13 248.89	10 458.36	2 790.53
Tunisia (note 1)	1 416 803	0.200%	1 127.45	1 155.77	- 28.32
Turkey	55 023 240	7.780%	43 785.90	47 853.61	- 4 067.71
Ukraine (note 3)	0	0.000%	0.00	484.89	- 484.89
United Arab Emirates	82 986 129	11.734%	66 037.96	74 245.13	- 8 207.17
United Kingdom	51 002 801	7.212%	40 586.65	44 219.26	- 3 632.61
Uzbekistan	2 473 977	0.350%	1 968.72	2 164.59	- 195.87
Viet Nam	11 626 585	1.644%	9 252.10	9 931.72	- 679.62
Zimbabwe (note 1)	46 263	0.007%	36.81	55.66	- 18.85
TOTAL	707 242 321	100.000%	562 803.00	621 843.00	- 59 040.00

* Least Developed Countries are exempted.

Note 1: Fully estimated ATKs taken from OAG and payload from ICAO reference files.

Estimates determined in accordance with the process outlined in Section 5.3 of the paper.

Note 2: The total state ATKs include an estimated value for one or more airlines associated with the State or some airline data is incomplete.

Estimates determined in accordance with the process outlined in Section 5.3 of the paper.

Note 3: Two States, Slovenia and Ukraine reported only international non scheduled service during 2024.

Note 4: No ATKs were received and no data is available for North Macedonia.