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.
	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.
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS),	Support development by ICAO of connectivity indicator	
	Implement essential services schemes	
Consumer protection	Associate consumer representative organizations	
	Adhere to Montreal Convention, 1999	The Republic of Congo has acceded to the Montreal Convention of 1999.
	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	
Cooperation across value chain	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 accomodate 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	
	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.
Taxation	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.
	Assess economic impact of excessive taxation	
Training	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	