

ENSURE YOUR STATE'S INFORMATION IS UP TO DATE Central African Republic

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.

**CENTRAL AFRICAN REPUBLIC
STATE AIR TRANSPORT ACTION PLAN SYSTEM (SATAPS)**

Area	Action	Reference
Alleviation of restrictions	Revise ASAs to alleviate air carrier ownership and control (ACOC) restrictions	
	Revise ASAs to alleviate capacity restrictions	
Charges	Implement ICAO policies on user 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	
	Implement air transport operators cooperation through code share/alliances	
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)	Support development by ICAO of connectivity indicator	
	Implement essential services schemes	
Consumer protection	Associate consumer representative organizations	
	Adhere to Montreal Convention, 1999	
	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	

IMPORTANT NOTE:

These are the fields of your State's SATAPS Profile.

Please upload (or update) the information for the empty fields by subscribing to SATAPS (information available at: <https://www.icao.int/sustainability/Pages/SATAPS.aspx>)

If you prefer providing paper information, please fill this form and give it to ICAO Secretariat (onsite or by email at: ecd@icao.int).

Should you require more space, feel free to use additional paper.

Area	Action	Reference
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	
	Make use of Art. 83 bis of the Chicago Convention	
Infrastructure development	Consider practices to attract public/private capital, such as public-private partnerships (PPP)	
	Provide sufficient infrastructure to accommodate growth	
	Increase awareness of ICAO guidance on infrastructure funding	
Market access liberalization	Grant 7th freedom traffic rights for air cargo services	
	Align Air Services Agreements (ASAs) with YD	
	Implement Yamoussoukro Decision (YD) framework	

Area	Action	Reference
Safety	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	
	Establish mechanisms to ensure sustainable funding of safety oversight functions	
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	
	Establish mechanisms to ensure the sustainable funding of security oversight functions	
	Implement electronic visas	
Taxation	Avoid imposing discriminatory levies on air transport	
	Implement ICAO policies on taxation	
	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	

Freight Tonne Kilometre (FTK)

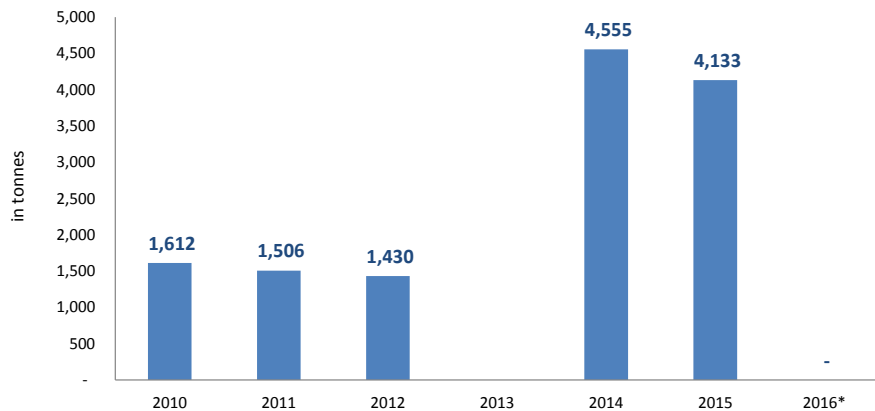
No Reported Data to ICAO

Freight Tonne Kilometer Ranking (FTK)

- Within Africa Region: NA
- World: NA

Evolution of Airport Cargo Traffic

Source: ICAO & ACI joint airport traffic form



* Preliminary data

E-commerce activity, 2015

No Reported Data to UPU

CENTRAL AFRICAN REPUBLIC

LATEST AMENDMENT DATED: 14 February 2008

AIRPORT: Bangui/M'Poko

LANDING CHARGES

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

International traffic:	Charge per tonne (or part)
First 25 tonnes	3 181 (Minimum XAF 6 405)
From the 26th to the 75th tonne	6 359
From the 76th to the 150th tonne	8 899
Over 150 tonnes	8 954
Domestic traffic:	
First 14 tonnes	711 (Minimum XAF1 867)
From the 15th to the 25th tonne	2 608
From the 26th to the 75th tonne	5 170
From the 76th to the 150th tonne	6 590
Over 150 tonnes	6 622
Tourist aircraft not exceeding 2 tonnes:	1 867 (per tonne)

LIGHTING CHARGES

High Intensity
XAF 83 746 for aircraft with MTOW up to 75 tonnes.
XAF 106 079 for aircraft with MTOW of more than 75 tonnes.

Low Intensity: XAF 41 876 per flight

CHARGE FOR EXTENDED AIRPORT OPERATING HOURS

For each two-hour extension beyond normal airport operating hours: XAF 13 000 per landing or take-off.

CENTRAL AFRICAN REPUBLIC

HANGAR AND PARKING CHARGES

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

	Charge per tonne (or part) per hour (or part)
Parking - Apron	
First 2 hours free for Apron and 3 hours for parking areas thereafter:	XAF 60
Hangar Accommodation	
- Commercial aircraft	XAF 20
- Tourist aircraft	XAF 7

PASSENGER SERVICE CHARGES

Payable by the carrier.

Passengers departing for:	
an airport in the Central African Republic:	XAF 2 000
an airport in a Member State of Central African Customs and Economic Union (UDEAC):	XAF 10 000
any other airport:	XAF 20 000

CARGO CHARGES

XAF 20 per kilogram, departing or arriving.

SECURITY CHARGES

Domestic	XAF 1 500 per departing passenger.
International	XAF 5 000 per departing passenger.

FUEL CHARGES

XAF 7 per litre (AVGAS)
XAF 7 per litre (Jet A1)

CENTRAL AFRICAN REPUBLIC

AERONAUTICAL INFRASTRUCTURE DEVELOPMENT CHARGES

International flights	XAF 5 000 per departing passenger
Domestic flights	XAF 3 000 per departing passenger

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	Central African Republic
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)
CENTRAL AFRICAN REPUBLIC

State A	State B	Date	ICAO Number
CENTRAL AFRICAN REPUBLIC	USSR	25/12/1965	01867
CENTRAL AFRICAN REPUBLIC	MAURITIUS	13/05/1973	02508
CENTRAL AFRICAN REPUBLIC	SWITZERLAND	09/03/1973	02638

**Bilateral Agreement and Traffic for
CENTRAL AFRICAN REPUBLIC**

State		Agreement Type	Flights	Seats
CMR	Cameroon	Traditional/Transitional	530	75,104
COG	Congo	Traditional/Transitional	155	12,360
ITA	Italy	Traditional/Transitional	1	232
KEN	Kenya	Non-recorded Agreement	20	3,023
MUS	Mauritius	Non-recorded Agreement	0	0
MAR	Morocco	Traditional/Transitional	117	19,429
SDN	Sudan	Traditional/Transitional	1	335
CHE	Switzerland	Non-recorded Agreement	0	0

Scheduled International Annual Growth Rate

Revenue Tonne Kilometres



Compound Annual Growth Rate

— World Total (4.99%)