

# ENSURE YOUR STATE'S INFORMATION IS UP TO DATE Democratic Republic of 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](mailto: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](mailto: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.

**DEMOCRATIC REPUBLIC OF 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	
	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](mailto:ecd@icao.int)).

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

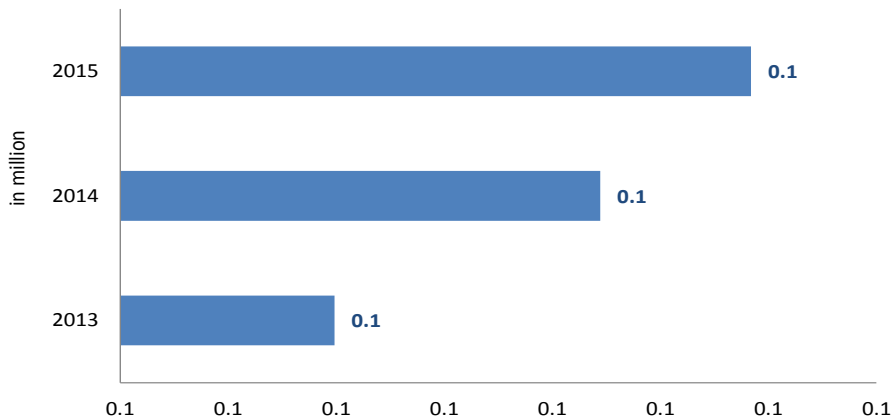
Area	Action	Reference
Cooperation across value chain	Support cooperation among stakeholders, including World Tourism Organization (UNWTO), International Air Transport Association (IATA), Airports Council International (ACI), African Airlines Association (AFRAA), African Civil Aviation Commission (AFCAC), 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	

# Air Cargo Traffic Figures, Democratic Republic of Congo

## Freight Tonne Kilometre (FTK)

Source: ICAO, Air Transport Reporting Form A

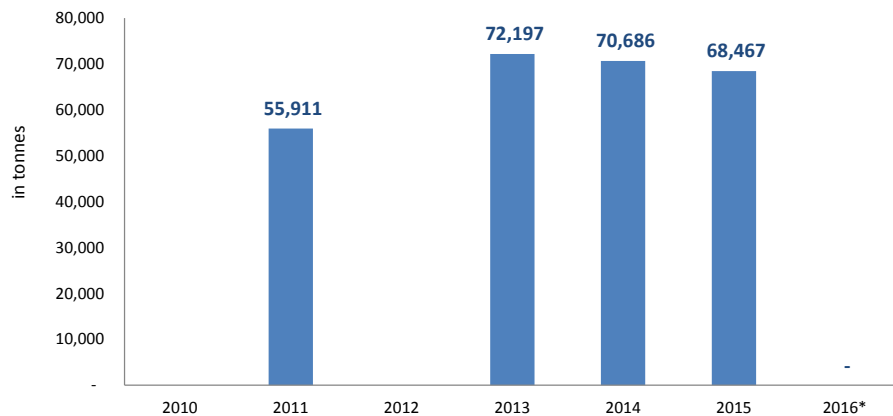


## Freight Tonne Kilometer Ranking (FTK)

- Within Africa Region: 29/54
- World: 144/191

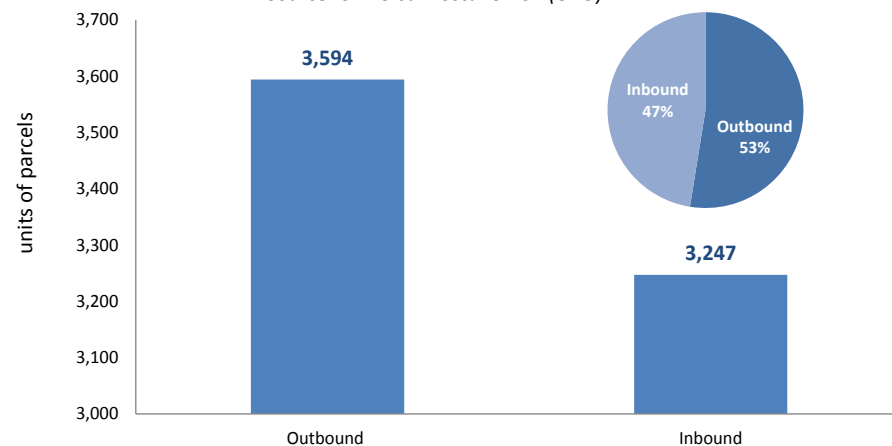
## Evolution of Airport Cargo Traffic

Source: ICAO & ACI joint airport traffic form



## e-Commerce Activity, 2015

Source: Universal Postal Union (UPU)



## DEMOCRATIC REPUBLIC OF THE CONGO

LATEST AMENDMENT DATED: 9 April 2009

---

AIRPORTS: Kinshasa/N'djili, Bukavu/Kavumu, Goma, Kalemie, Kisangani/Bangoka, Libenge and Lubumbashi/Luano.

### LANDING CHARGES

Total maximum authorized take-off weight.

International traffic:

Aircraft weight	Charge USD per tonne
Up to 25 tonnes	4 (Minimum charge: USD 12.50)
From the 26th to the 75th tonne	8
Over 75 tonnes	11

Domestic flights:

	USD per tonne
Up to 25 tonnes	1.60 (Minimum charge: USD 5.00)
From the 26th to the 75th tonne	3.2
Above 75 tonnes	4.4

### LIGHTING CHARGES

All international airports.

Lighting facilities:

	Charge (USD)
Category I	260.00
Category II	360.00

### HANGAR AND PARKING CHARGES

Basis: Maximum take-off weight (rounded up to the next higher tonne).

Apron, hangars or maintenance zones

USD 0.20 per tonne per hour.

## DEMOCRATIC REPUBLIC OF THE CONGO

### PASSENGER SERVICE CHARGES

Payable by the carrier.

Per departing passenger

International flight:	USD 20.00
Domestic flight:	
passengers up to 12 years of age	USD 6.00
passengers over 12 years of age	USD 8.00

### INFRASTRUCTURE DEVELOPMENT CHARGE

Per embarking passenger

International flight:	USD 50.00
Domestic flight:	USD 10.00

### CARGO CHARGES

International cargo:	USD 0.036 per kg for departing or arriving cargo.
Domestic cargo:	USD 0.009 per kg for departing cargo only.

### VERY SMALL APERTURE TERMINAL (VSAT) CHARGES

VSAT Network flat rate Charge for South African Development Community (SADC) is levied when flights cross international FIR boundaries or international border of States where air traffic control centres are equipped with a SADC VSAT satellite communications system.

Flat rate of USD 9.60 per FIR crossing.

### AIR NAVIGATION CHARGES

Levied for the use of the route air navigation facilities and services managed by RVA in flight level superior to 245 (>FL 245) and to flight level inferior to 245 (<FL 245) and irrespective of the points of departure and arrival.

The charge is determined in accordance with the maximum authorized take-off mass of the aircraft and the distance flown according to the following formula:

$$R = TU \times \frac{D}{100} \times \sqrt{\frac{\text{Maximum take-off mass (per tonne)}}{50}}$$

Where: R	=	overflying or route charge
TU	=	unit rate: USD 25.00 for <FL 245 and USD 30.00 for >FL 245
D	=	distance flown

Ratification Status of Treaties	Dem. Rep. of 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.



**Bilateral Agreement and Traffic for  
DEM. REP. OF CONGO**

State		Agreement Type	Flights	Seats
DZA	Algeria	Non-recorded Agreement	1	144
AGO	Angola	Non-recorded Agreement	105	13530
BEL	Belgium	Non-recorded Agreement	325	87750
CMR	Cameroon	Non-recorded Agreement	117	18304
COG	Congo	Non-recorded Agreement	488	108618
ETH	Ethiopia	Non-recorded Agreement	145	14109
FRA	France	Non-recorded Agreement	188	39707
GAB	Gabon	Non-recorded Agreement	375	58611
KEN	Kenya	Non-recorded Agreement	579	93466
LUX	Luxembourg	Non-recorded Agreement	17	0
MAR	Morocco	Non-recorded Agreement	130	21994
NGA	Nigeria	Non-recorded Agreement	77	8364
ZAF	South Africa	Non-recorded Agreement	931	105176
TUR	Turkey	Non-recorded Agreement	120	18120
UGA	Uganda	Non-recorded Agreement	17	308
GBR	United Kingdom	Non-recorded Agreement	5	0
ZMB	Zambia	Non-recorded Agreement	734	77328

### Scheduled International Annual Growth Rate

Revenue Tonne Kilometres



**Compound Annual Growth Rate**

— World Total (4.99%)