

ENSURE YOUR STATE'S INFORMATION IS UP TO DATE

Madagascar

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.

MADAGASCAR
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	The air services agreements concluded by Madagascar as of 2000 are in line with the spirit of the YD, as are the new air services agreements in 2007 with Ethiopia and Senegal (airline eligibility conditions, mutual granting of free exercise of traffic rights up to the fifth freedom, frequencies and capacities used without restrictions inside Africa, in case of an increase in tariffs, no approval of the aviation authorities required for them to be applied).
Alleviation of restrictions		
Cargo	Implement Lomé Declaration (7 August 2014)	With respect to air cargo, Madagascar takes the Lomé Declaration on the sustainable development of air cargo transport in Africa into full consideration. Requests from foreign companies to operate cargo flights are often accepted.
Charges	Implement ICAO policies on user charges	ICAO's principles (contained in Doc 9082, ICAO's Policies on Charges for Airports and Air Navigation Services) are already taken into account in Decree No. 2013-027 concerning aerodrome regulation.
Competition	Support ICAO Compendium of competition policies and practices (reply to ICAO State Letter EC2/109-15/42)	
	Encourage cooperation among competition authorities	Madagascar encourages cooperation among the national and regional competition authorities and supports the ICAO's efforts to stimulate cooperation, dialogue, and information exchange in order to promote regulatory principles more compatible with international air transport, taking into consideration the AU's rules on competition and dispute settlement.
	Participate in ICAO Air Transport Symposium (IATS), March 2016	
Connectivity enhancement for Least Developed Countries (LDC), Small Island Developing States (SIDS), Landlocked Developing Countries (LLDC)	Implement air transport operators cooperation through code share/alliances.	Airlines are invited to cooperate through interlining agreements, code sharing, and by coordinating flights in order to offer new solutions for the facilitation of passenger travel.
	Support development by ICAO of connectivity indicator	
Consumer protection	Implement essential services schemes	Madagascar shares this concern.
	Associate consumer representative organizations	
	Adhere to Montreal Convention, 1999	Madagascar already ratified the MC99 on 28 December 2006, and it entered into force in Madagascar on 26 February 2007.
	Use ICAO Core Principles (adopted by the ICAO Council on 17 June 2015) in regulatory and operational practices	Madagascar supports ICAO's efforts to develop policy guidance for consumer protection and to promote the adoption and implementation of the ICAO Core Principles on Consumer Protection since their definitive adoption by ICAO, taking into consideration the African Union (AU) regulations on user protection. Madagascar already participated in ICAO's consumer protection survey. The national regulations have already adopted the policy guidance on consumer protection in this area, including the case of passengers with reduced mobility and unaccompanied minors.
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)	Madagascar encourages cooperation among the various parts of the air transport value chain within States and at the international level, as well as cooperation with partner organizations.
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	On 28 December 2012, Madagascar acceded to the Convention and Protocol on International Interests in Mobile Equipment signed in Cape Town on 16 November 2001. These legal instruments entered into force in Madagascar on 1 August 2013.
	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)	The Law on Public-Private Partnerships (PPP) is in the process of being adopted in Madagascar.
	Provide sufficient infrastructure to accommodate growth Increase awareness of ICAO guidance on infrastructure funding Grant 7th freedom traffic rights for air cargo services	
Market access liberalization	Align Air Services Agreements (ASAs) with YD Implement Yamoussoukro Decision (YD) framework	Madagascar complies with the implementation of the regulatory context of the Yamoussoukro Decision (YD) such that airlines may freely take advantage of their relationships within the entire African continent. Additionally, Article L6.3.3-1 of the Malagasy Civil Aviation Code (Law No. 2072-011 dated 13 August 2012) stipulates that scheduled intra-African air transport services shall be operated in accordance with the provisions of the multilateral agreements reached among the States of the African continent or among the members of a regional group of these States and ratified by Madagascar. Madagascar is preparing for inclusion in the single air transport market in order to maximize the advantages for the entire continent as soon as possible, and it does so in reference to the 47th AGA of the AFRAA, in which Madagascar participated, which was held from 8 to 10 November 2015 in Brazzaville (Republic of Congo) with the theme "Open Skies: Growth through Competition and Collaboration" inspired by the solemn commitment of the Heads of State of the African Union to open up the African airspace, thereby creating a single air transport market by 2017. Eleven African States (including the Republic of Congo) committed to the full, immediate, and unconditional opening up of their airspace in accordance with the Yamoussoukro Decision.

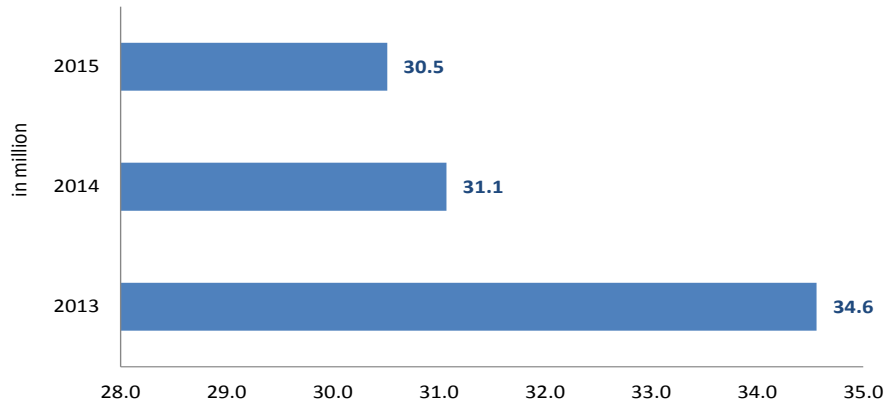
Safety	Implement safety targets of the Abuja Declaration on Aviation Safety in Africa, 2012	
	Establish mechanisms to ensure sustainable funding of safety oversight functions	
Security and facilitation	Support electronic submission of data on goods passing borders; e-freight; e-air way bills (e-AWB)	
	Develop and implement Regulated Agent and Known Consignor's programmes	
	Establish mechanisms to ensure the sustainable funding of security oversight functions	
	Implement electronic visas	The implementation of electronic visas is currently under consideration.
Taxation	Eliminate non-physical barriers between States	In Madagascar, the national security programme approved in 2013 in accordance with Decree No. 2013-328 dated 8 May 2013 approving the national civil aviation security programme is currently being revised following the recommendations of the ICAO USAP audit in 2013. Similarly, the national air transport facilitation programme approved in 2010 pursuant to Decree No. 2010-755 dated 10 August 2010 approving the national civil aviation facilitation programme is also currently undergoing revision.
	Avoid imposing discriminatory levies on air transport	
	Implement ICAO policies on taxation Assess economic impact of excessive taxation Support ICAO efforts to quantify personnel shortages (Doc 9956)	
Training	Support ICAO capacity-building initiatives: Next Generation of Aviation Professionals (NGAP), Human Resources Development Fund (HRDF)	Madagascar encourages and supports cooperation among Member States of the IOC for building the capacities of technical personnel. It also supports the establishment of AFCAC's Human Resources Development Fund for Africa. The Malagasy Civil Aviation Authority has completely overhauled its skills and training management system and has created a department dedicated solely to the management and monitoring of the training of technical personnel. Madagascar is allocating significant resources to building the capacities of civil aviation personnel.
	Use ICAO air cargo-specific training, including dangerous goods	



ECONOMIC DEVELOPMENT

Freight Tonne Kilometre (FTK)

Source: ICAO, Air Transport Reporting Form A

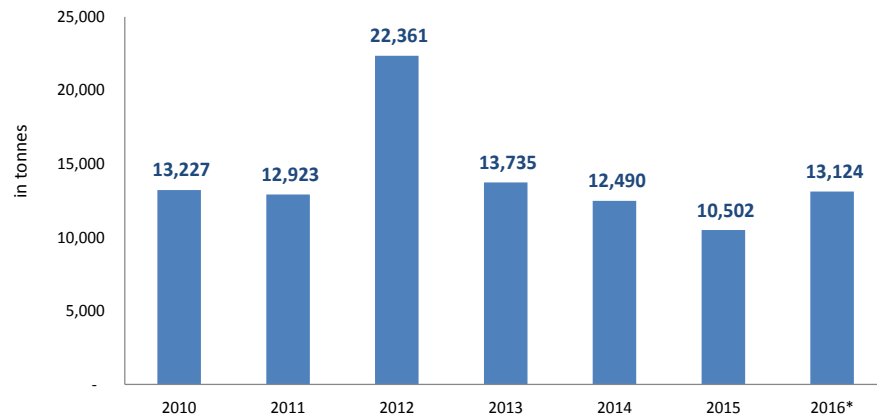


Freight Tonne Kilometer Ranking (FTK)

- Within Africa Region: 9/54
- World: 76/191

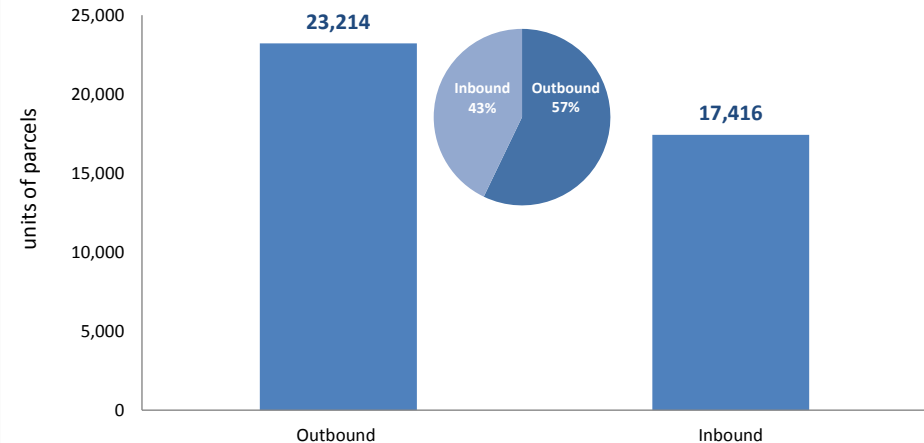
Evolution of Airport Cargo Traffic

Source: ICAO & ACI joint airport traffic form



e-Commerce Activity, 2015

Source: Universal Postal Union (UPU)



MADAGASCAR

LATEST AMENDMENT DATED: 16 October 2014

AIRPORTS: Antananarivo/Ivato, Mahajanga and Toamasina

LANDING CHARGES

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

Aircraft engaged in international traffic:

Charge per tonne

/tonne	First 25 tonnes	1.86 EUR/tonne + 0.09 EUR/tonne + MGA 3 940.00
/tonne	From the 26th to the 75th tonne	3.68 EUR/tonne + 0.19 EUR/tonne + MGA 7 911.00
086.00/tonne	From the 76th to the 150th tonne	5.08 EUR/tonne + 0.26 EUR/tonne + MGA 11
393.00/tonne	Over 150 tonnes	4.74 EUR/tonne + 0.24 EUR/tonne + MGA 10

Domestic Traffic:

Minimum	MGA 907.60
First 14 tonnes	MGA 1 078.60 /tonne
From the 15th to the 25th tonne	MGA 3 860.00 /tonne
From the 26th to the 75th tonne	MGA 7 645.80 /tonne
From the 76th to the 150th tonne	MGA 9 570.00 /tonne
Over 150 tonnes	MGA 9 040.00 /tonne

LIGHTING CHARGES

Per landing or take-off:

High Intensity (at Antananarivo/Ivato airport)	
MTOW up to 75 tonnes	MGA 329 122
MTOW above 75 tonnes	MGA 416 890
Low Intensity (at Mahajanga and Toamasina)	MGA 164 570

CARGO CHARGES

Per tonne loaded or unloaded	
Domestic	MGA 2 627.12
Regional and international	MGA 8 500.00
Minimum charge:	MGA 466.10

PARKING CHARGES

MGA 46 /tonne /hour without free hours.

MADAGASCAR

PASSENGER SERVICE CHARGES

Payable by the carrier but collected on passenger's ticket.

	Charge
Domestic traffic	MGA 4 916.60 per departing passenger
Regional traffic	USD 12.92 per departing passenger
International traffic	USD 12.92 per departing passenger

SECURITY CHARGES

Payable by the carrier but collected on passenger's ticket

Passenger	Charge
Domestic traffic	USD 2.50 per departing passenger
Regional traffic	USD 22.72 per incoming and departing passenger
International traffic	USD 22.72 per incoming and departing passenger

Freight

Domestic traffic	USD 0.10/Kg
Regional traffic export	USD 0.20/Kg
Regional traffic import	USD 0.03/Kg
International traffic export	USD 0.20/Kg
International traffic import	USD 0.03/Kg

FUEL CHARGES

MGA 7.20 per litre (AVGAS)
MGA 5.40 per litre (Jet A1)

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

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	Madagascar
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)
MADAGASCAR

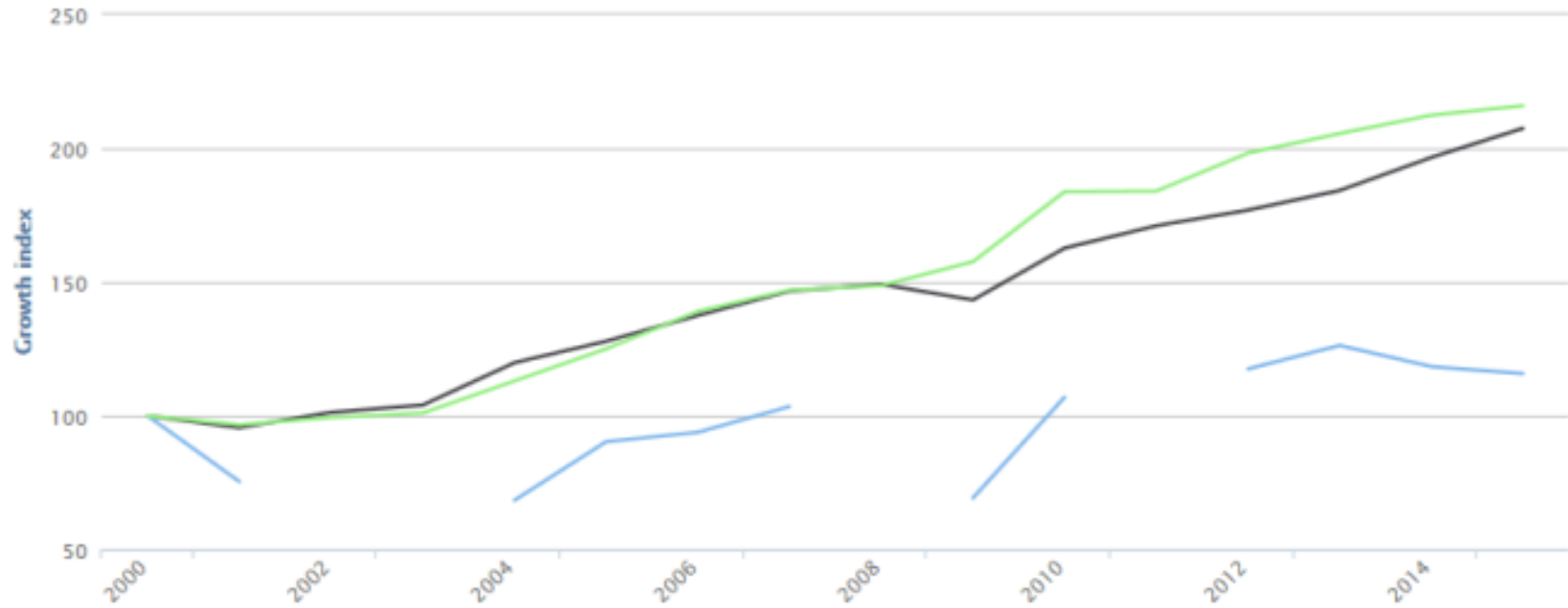
State A	State B	Date	ICAO Number
MADAGASCAR	MALAWI	06/05/1959	02263
MADAGASCAR	USSR	18/03/1977	03135
MADAGASCAR	SOUTH AFRICA	14/08/1990	03728
MADAGASCAR	INDONESIA	24/11/1992	10679

**Bilateral Agreement and Traffic for
MADAGASCAR**

State		Agreement Type	Flights	Seats
CHN	China	Traditional/Transitional	0	0
COM	Comoros	Non-recorded Agreement	252	22,379
FRA	France	Traditional/Transitional	462	147,349
IDN	Indonesia	Traditional/Transitional	0	0
ITA	Italy	Non-recorded Agreement	22	6,248
KEN	Kenya	Non-recorded Agreement	562	49,628
MWI	Malawi	Traditional/Transitional	0	0
MUS	Mauritius	Non-recorded Agreement	307	76,612
SYC	Seychelles	Non-recorded Agreement	130	17,680
ZAF	South Africa	Traditional/Transitional	458	43,585
THA	Thailand	Non-recorded Agreement	95	26,125
USA	United States	Open Skies	0	0

Scheduled International Annual Growth Rate

Revenue Tonne Kilometres



Compound Annual Growth Rate

— World Total (4.99%) — Madagascar (0.98%) — AFRICA (5.27%)