

Hello Bonjour



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WORLD METEOROLOGICAL ORGANIZATION AFRICAN CONFERENCE ON METEOROLOGY FOR AVIATION (ACMA -2018)

28 to 30 November 2018

Dakar, Senegal



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African Civil Aviation Commission

Perspectives of
the African
Aviation
Landscape

Mr James Danga

A specialized Agency of the African Union in charge of civil aviation matters

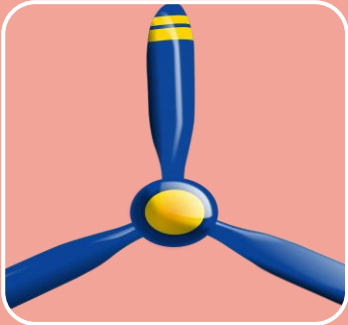
- ❑ Common Policy in collaboration with AUC**
- ❑ Provides technical support**
- ❑ An advisory body**
- ❑ Fosters development of the African civil aviation industry**
- ❑ Cooperates with Partners such as ICAO, AFRAA, IATA, ACI, CANSO, ASECNA, etc.**



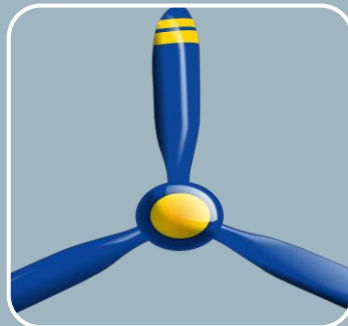
Perspectives of the African Aviation Landscape



Presentation provides the following:



- (1) General perspectives of the aviation industry in Africa;
- (2) African Aviation Safety record and compliance status;



- (3) Air transport Development issues;
- (4) Aviation related initiatives championed by the African Union and AFCAC.





Perspectives of the African Aviation Landscape

Africa is the world's second-largest and second most-populous continent covering 30.37 million km² (11.7 million sq. mi.).

African airlines are generally under-capitalised; operate narrow route networks, small and ageing aircraft fleet.

Recent developments show that African States are increasingly creating enabling and conducive environment for growth of civil aviation.

A survey of full air transport liberalization between 12 African countries indicated that complete air connectivity across these 12 countries would add USD 1.3 billion to GDP,



Perspectives of the African Aviation Landscape

- ▶ African service providers such as airports and navigational service providers are typically government-owned monopolies and as a result costs for airlines are generally higher compared to other parts of the world e.g. landing a 200 tone aircraft at OR Tambo/Nairobi is about US\$ 2,000-2,500 while it is about US\$500 in Europe;
- ▶ Aircraft utilization in Africa is still low with average 6 hours per day compared to Europe with 10 hours per day;
- ▶ General shortage of skilled manpower in Africa e.g. Pilot; Aircraft Maintenance Engineers; Air Traffic Controllers and other key professions.



African Aviation Safety record and compliance status

Average EI compared to the world;

- The average Effective Implementation (EI) rating for Africa is 52.69% compared to the World average of 66.56%.

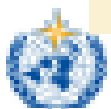
Number of accidents compared to the world rate of accidents;

- ▶ The accident rate at the end of 2017 was 7.56 compared to the world rate of 1.93; There were no fatalities in large commercial aircraft related accidents. This was due to the collaborative approach by key stakeholders including, aviation industry, ICAO and CAAs.



Emerging safety/security issues

- ❑ **Climate change** - Global rise in air temperature has been observed together with a rising sea level and a decreasing snow cover. A further warming of the atmosphere (lower troposphere) throughout this century is very likely to happen.
 - ❑ A warmer atmosphere will possibly bring about changes in: (i)-global circulation pattern (ii) frequency and intensity of extreme weather events.
- * This may affect flight safety on the ground as well as in the air and therefore merits further research.
- ❑ Aviation systems -are prone to **cyber threats** and therefore there is need to build and maintain cyber resilient systems.
 - ❑ Technology affects air navigation systems as they interface with **unmanned aircraft systems (UAS)**.





Air Transport Development



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**Abuja International Airport
new terminal construction
project**



**Abidjan International Airport
metro link**



**Remodelling of 22 Nigerian
airport terminals**



**Moi International Airport
Upgrade Project**



**Addis Ababa
New Airport City**



**Jomo Kenyatta International
Airport (JKIA) Carpark
Management System**



JKIA Second Runway



**Bugesera International
Airport (BIA) Construction**




AIRPORT INFRASTRUCTURE DEVELOPMENT IN AFRICA

Air Transport Development

Airports

- ▶ A number of airport development projects are taking shape in Africa;
- ▶ For example (1) **Ethiopia** - the New Addis Ababa International Airport will be constructed with four runways, it aims to accommodate 120 million passengers every year; (2) **Cape Town International Airport** is set to expand its domestic and international terminals, as well as runway rehabilitation; (3) **Morocco's Mohammed V International Airport** facility is expected to double the airport's capacity from seven to 14 million passengers per year; (4) **Uganda's Entebbe International Airport** is also undergoing vast expansion works at a total cost of \$552.9m, the first phase of which is currently nearing completion, according to the Civil Aviation Authority of Uganda etc.



However, to note is the fact that the majority of airports in Africa still lack modern tools to assist with estimating the impacts of convective weather on future departures, such as the Route Availability Planning Tool.

It is an automated decision support tool for air traffic controllers and airline dispatchers to determine the specific departure routes and departure times that will be affected by convective weather;

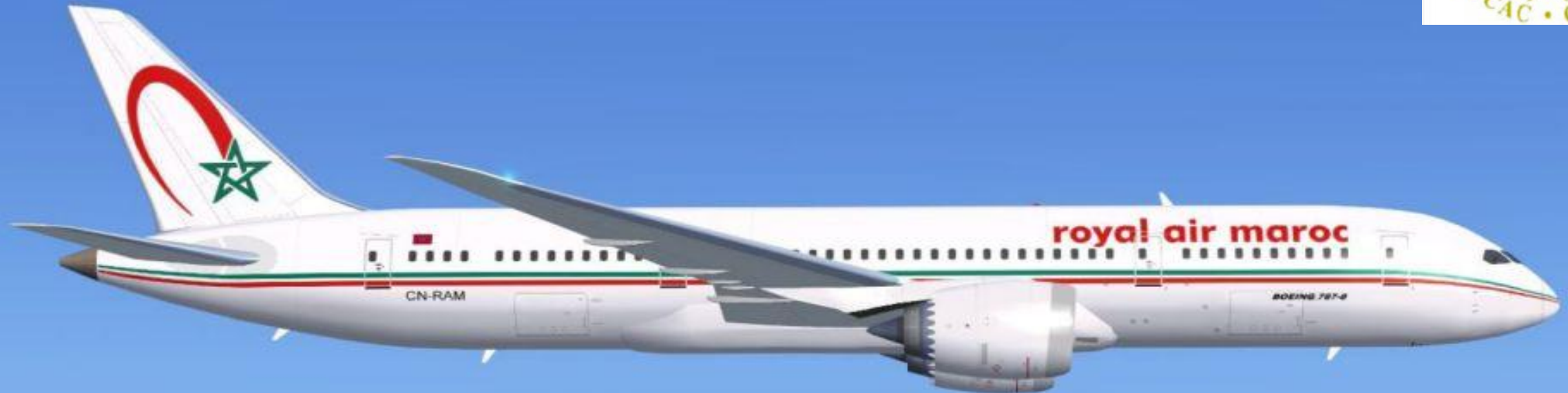
Absence of such tools often results in major delays at the onset of bad weather at airports.



Airlines:



- ▶ The safety record for airlines in Africa has continued to improve in the last 4 years.



However, IATA's annual reports for 2017 showed that African airlines continued to make combined operating losses running into millions of dollars;

Operational constraints attributed to

- ❑ high taxation imposed on aviation fuel;
- ❑ costly monopolies at the different airports including catering services, logistics management companies and fuelling service providers;



In 2014, IATA commissioned a study on ‘Transforming Intra-African Air Connectivity: The Economic Benefits of Implementing the Yamoussoukro Decision’. This joint study in collaboration with AFRAA, AFCAC and ICAO included an analysis of the impact of liberalizing air transport markets in 12 countries (Algeria, Egypt, Tunisia, Ethiopia, Kenya, Uganda, Angola, Namibia, South Africa, Ghana, Nigeria and Senegal). The study concluded that such liberalization would result in an extra 155,000 jobs and \$1.3 billion in additional GDP; an 81% increase in total traffic flows between the 12 countries; and new direct routes between 17 country pairs.

The AU through AFCAC has since called for the de-regulation of the air transport market using the Single African Air Transport Market (SAATM)

Interventions championed
by the African Union
through AFCAC.

In order for African aviation to prosper, the industry must be regulated in a way that will allow it to achieve its full potential.

- ▶ **Air Transport Development**
 - ▶ SAATM;
 - ▶ Environment Protection;

- ▶ **Safety, security and compliance with International Standards and Recommended Practises;**
 - ▶ Training initiatives;
 - ▶ AFI-CIS and AFI-CES technical assistance missions;
 - ▶ Abuja Safety Targets



African
Union



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Conclusion

- ▶ African aviation is steadily strengthening in terms of safety record and regulatory compliance with international Standards;
- ▶ Africa's continued adherence to international standards and an optimal regulatory and operating environment will be critical if aviation is to unlock the enormous economic potential that exists within the continent;
- ▶ AFCAC is committed to collaborate with key stakeholders on initiatives for further research into all emerging issues likely to affect aviation including issues of climate change;
- ▶ It's estimated that by 2034, aviation will support 100 million jobs in Africa and \$6 trillion of economic activity. This includes other industries like hospitality, tourism, logistics and so on. Because aviation is integrated into almost every other sector, it's one of the backbones of the economies of Africa.
- ▶ Therefore cooperation and collaboration by implementing continental wide objectives championed by AU will see aviation contribute immensely towards economic growth in Africa.





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Thank you
Merci



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