



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Fifth Meeting of the African Air Navigation Services Providers

(Lomé, Togo, 28 March - 1st April 2022)

Agenda Item 5: *Support to the AU Single African Air Transport Market (SAATM) flagship programme*

Title of the Paper **Air Transport Connectivity in Africa**

(Presented by par Farid ZIZI, Director of France Aviation Civile Services)

SUMMARY	
<p>The present working paper addresses the need for the collection, sharing and presentation of African air transport statistics. Indeed, this would both better measure the progress made by THE MUTAA as well as the impact of the measures taken to improve the continent's air connectivity and provide a basis for traffic forecasting in the coming years taking into account the economic development of the continent.</p>	
<p>France Aviation Civile Services thus proposes to look for ways to collaborate at a lower cost to improve the collection of traffic information in Africa in order to provide it with a real ability to analyze the various events that influence air transport but also to project itself into the future.</p>	
<p>Countries or ANSPs interested in contributing to the search for the best ways to improve the collection of traffic information are invited to contact France Aviation Civile Services.</p>	
REFERENCE(S)	
<i>Strategic Objectives</i>	<p>B-Capacity and efficiency of air navigation</p> <p>D-Economic development of air transport</p>

1. INTRODUCTION

- 1.1. The development of the Single African Air Transport Market (SAATM) is a key issue for Africa, its economic development and autonomy in all circumstances.
- 1.2. While it is necessary to unify the approach of the different States to ensure the operationalization of the SAATM, it remains difficult today to measure and predict the progress made as it is difficult to obtain consolidated statistics on the reality of air transport in Africa.
- 1.3. The implementation of a modality for the collection, sharing and presentation of African air transport statistics would both better allow the measuring of accomplished progress and the impact of measures taken to improve the continent's air connectivity and provide a basis for traffic forecasts in the coming years taking into account the economic development of the continent.
- 1.4. On this basis, it will then become possible to adapt the capacities of African air navigation services to the need and thus ensure the full satisfaction of airspace users.

2. DISCUSSION

2.1 Developing a shared strategy to collect, administer and produce consolidated air transport statistics in Africa seems a necessity to ensure tangible progress in SAATM's development policy. This will allow all actors in African air transport to develop adapted and measurable strategies and to define shared strategies at the institutional level. France Aviation Civile Services proposes to cooperate in this area to support the initiative of the Economic Commission for Africa (ECA), the African Union Commission (AUC) and the African Civil Aviation Commission (AFCAC) to monitor the implementation of the Yamoussoukro Decision (YD) based on key performance indicators.

2.2. Indeed, France Aviation Civile Services has databases of global air transport whose history goes back several decades. These statistical data are updated each year following a survey of more than 3000 airports worldwide. They have long been accessible on request and are now in addition presented on our "ATD Analytics" platform.

2.3. It appears, however, that while airport data are quite rich, traffic flow data at the African level are poor. The flows described are mainly related to intercontinental traffic, but regional and local inter-African traffic is little developed. However, the most accurate knowledge possible of this traffic is essential for the development of forecasts that can support the improvement of connectivity in Africa. It is also fundamental to deduce from this knowledge the traffic needs within African airspace and to adapt if necessary, the route network and air navigation services.

2.4. France Aviation Civile Services thus proposes to look for ways to collaborate at a lower cost to improve the collection of traffic information in Africa in order to provide it with a real ability to analyze the various events that influence air transport but also to project itself into the future. Benefiting from existing data administration resources, it appears that the key problem to be solved is that of data collection. A coordinated effort between States, ANSPs and airports should make it possible to greatly improve the situation, to support ICAO in its policy and above all to allow the potential actors of the SAATM to project themselves into the future.

2.5. Since the COVID crisis, France Aviation Civile Services has been gradually increasing the coverage of its data, in particular by collecting monthly data, cargo data and movement data in the different countries. Indeed, the recent circumstances related to the COVID episodes and the war in Ukraine clearly suggest that it will no longer be possible to rely solely on the traffic of year n to anticipate $n+1$. In addition, the effects of seasonality may have a very high importance for certain countries or operators on their strategy. It is therefore important to have a sufficiently fine granularity of the data both to analyze past events but also to consolidate future forecasts.

3. ACTION BY THE MEETING

3.1 The meeting is invited to take note of the information provided above and to benefit from a presentation-demonstration of ATD-Analytics during the time of the conference.

3.2. Countries or ANSPs interested in contributing to the search for the best ways to improve the collection of traffic information in Africa are invited to contact France Aviation Civile Services.