Coordinating Efficient Response for the COVID-19 Crisis Effects on the Aviation Sector in Africa

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WHO WE ARE

- Civil Air Navigation Services Organisation
- Global Trade Association for ANS providers
- Global voice of ATM worldwide –
- CANSO Members support over 85% of world air traffic
- Members share information and develop new policies
- We are an International forum for development and exchange of ideas
- International network for ANS experts
- Represent views/interests of Members
CANSO’s MAIN GOALS

- CANSO creates an international forum for discussion of Air Traffic Management related issues, where all aviation stakeholders unite to develop and exchange ideas in support of global Air Navigation Services.

- CANSO represents the views and interests of members at the relevant international institutions.

- CANSO global vision on the future of Air Navigation Services is focused on a collective industry approach towards achieving seamless air navigation services provision.

- CANSO goals is also to help ANSP’s provide services that are technically interoperable, procedurally harmonised, universally safe and affordable.
The outbreak of COVID-19 presented a complex scenario for aviation.
COVID affected about 64.5 million in 218 countries.

Lockdowns restrictions have had a huge impact on global economies and Africa.
COVID-19 has resulted in the worst decline since the 1913 depression and the economies entered into a recession.

Global growth according to IMF could fall by 0.5% for the year 2020.
This spread of COVID-19 has changed the entire aviation industry posing a serious challenge to airlines, airports and air navigation service providers.

In the long term however, the pandemic could help catalyze investment in new technologies and radically reshape all industries including the aviation industry.
There were 2.28 million flights operating globally in October 2020 a decline of 35% from the 3.52 million that flew in 2019.

Average daily flight levels trended slightly downwards during the month with an average of 71,000 flights operating daily at the end of October.

October 2020 saw 4.75 million flight hours operated globally, down 30% from 6.77 million flight hours flown in October 2019.

Average flight for the end of October were 150,000 hours daily, down 31.5% from 219,000 hours daily at the same point in 2019.
PERCENT CHANGE IN FLIGHTS SINCE JANUARY 1st BY REGION
Percent Change in Flight #s Since January 1, 2020 Africa vs Global

- **Africa**
- **Global**

Flights, Unique Aircraft, Flight Hours graphs are also present with data spanning from January to November 2020.
EXPECTED ANSPs RESPONSE

- ANSPs have always been charged with the task of ensuring the safe, orderly flow of air traffic despite challenging conditions.
- Economic activity not likely to recover to pre COVID-19 until 2025.
- Wide range of unemployment Globally and in Africa.
We did not witness the normal peak travel season in August and with Industry still in recovery.

But October saw global traffic showing normal seasonal decline in volumes suggesting recovery has stalled.

Increasing COVID-19 infections rates have resulted in knew and evolving traffic restrictions introduced in October including in the European market.
WHAT DOES THIS MEAN FOR THE AVIATION INDUSTRY IN AFRICA

According to the AU report on the impact of COVID-19 on the African Economy, the tourism and travel sector in Africa could lose at least USD $50 billion and at least 2 million direct and indirect jobs.

The outbreak also posed a serious threat to the realisation of the AU Agenda 2063 flagship projects, and slowed down gains already made in the implementation of the Yamoussoukro Decision (YD).

The Single African Air Transport Market (SAATM), and the African Continental Free Trade Area (ACFTA), as well as the Protocol on the free movement of persons and removal of visa restrictions.

It is estimated that COVID-19 will drag Africa economies into a fall of about 1.4% in GDP with smaller economies facing contraction of up to 7.8%.

In view of the foregoing, Africa should therefore, urgently adopt a strategic approach to support States and the entire aviation sector to alleviate the severe impact COVID-19 has caused.

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New public health measures introduced in the ‘new normal’ must be scientifically-based and medically-evidenced whilst being simple and practical in nature with their adoption being based on risk assessment and desired outcome.

Consistency and harmonization will be key across the continent with respect to the ‘new normal’ in international, regional and domestic travel.

Restoring confidence of the travelling public in the air travel will be instrumental during the restart phase in order to ensure a sustainable recovery in the long run.
SPECIFIC AREAS OF OPERATION AFFECTED BY COVID-19 WITHIN THE ATM ENVIRONMENT

- Human Resource, Competency & Training
- Coordination Airports & ANSPs & Other stakeholders
- Safety programmes
- ANS Infrastructure and equipment procurement and maintenance
- Maintenance and rental
CONCLUSION

- Human As air traffic restrictions begin to lift and traffic begins to grow, ANSPs must be ready to provide a service in what is likely to be a unique demand environment with variable traffic levels.

- ATM never shut down throughout this crisis and kept repatriation flights, cargo and other essential traffic while simultaneously implementing measures to protect essential staff and ensure operational continuity.

- CANSO COVID-19 ANS Restart and recovery Guide explores human resources and operational and safety considerations for ASNSPs is accessible on our website.

- In many respects, ATM is not restarting because we kept airspace alive despite the revenues we were collecting.
Thank you

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