



Presented by:  
**AFCAC**



AFRICAN CIVIL AVIATION COMMISSION (AFCAC)

9<sup>th</sup> AFRICA REGIONAL MEETING  
OF THE COLLABORATIVE  
ARRANGEMENT FOR THE  
PREVENTION AND MANAGEMENT  
OF PUBLIC HEALTH EVENTS IN  
CIVIL AVIATION (CAPSCA)

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SESSION 4: Activities, Achievements, "Challenges and Lessons learnt"

## Outline



- **Background**
- **Interventions initiated by AFCAC in collaboration with its international partners**
- **Challenges and Lessons learnt**
- **Recovery Strategies**



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## BACKGROUND



The operational and financial impact of COVID-19 on the aviation industry was unprecedented. By April 2020, air travel in Africa almost entirely stopped.

However, the situation began to slowly improve beginning of year 2021 with air travellers regaining confidence and travel restrictions being eased. Ever since that time, the aviation industry is seeing varying and changing traffic levels that are introducing new patterns of activity across the aviation supply chain.

IATA's 1<sup>st</sup> Quarter 2023 Air Traffic data shows that global air travel has recovered by 85%, while Africa has recovered by about 97%. After a difficult period (2020-2022), a return to profitability is expected for the global airline industry in 2023.

## Interventions Initiated by AFCAC in collaboration with its international partners



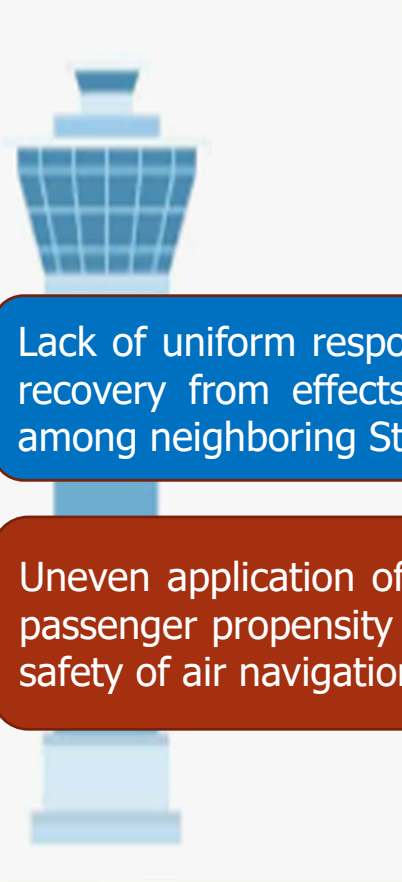

Shortly after COVID-19 was declared a pandemic by WHO in 2020, AFCAC in collaboration with AUC, UNECA, RECs, ICAO, RSOOs, ACI, IATA, AFRAA and other key stakeholders established the High Level Task Force (HLTF) on COVID-19 response which recognized the importance of implementation of a comprehensive and coordinated continental approach to COVID-19 pandemic.

The HLTF Report recommended measures aimed at strengthening aviation public health, confidence among passengers, aviation workers and the general public, while minimizing negative operational and efficiency impacts.

AFCAC and AUC invited the international financial institutions to provide support to the air transport industry in Africa including air navigation service providers.

AFCAC made contributions to the 2021 HLCC through Working Papers developed by 54 African member States

## Challenges and Lessons learnt



Lack of uniform response to COVID-19 by member States contributed to the slow recovery from effects of the pandemic. In certain instances it caused conflicts among neighboring States.

Uneven application of COVID-19 control and mitigation measures also dampened passenger propensity for air travel and in some cases it threatened the health and safety of air navigation services personnel.

## Challenges and Lessons learnt



Lack of readiness to provide financial support to the industry in general caused some service providers to collapse. There is therefore need to establish regional support mechanisms to bail out various industry players in distress whenever public events of such magnitude occur.

As a result of COVID-19, the psychosocial climate within various industry service providers was highly influenced by concerns about job uncertainty. Lessons learnt in this regard are that there is also need to establish employee support mechanisms at both national and regional level.

COVID-19 brought a new dimension as new stakeholders became part of operational decision making and tactical strategies for aviation - these were **health authorities**. This led to new interactions, new system interdependencies and additional levels of coordination. COVID-19 has also caused changes in staffing levels requirements and working patterns which impacts on operational staff and therefore negatively impacts system capacity.

## Recovery Strategies



The extent of COVID-19 effects on cognitive abilities remains undetermined. There may also be possible risks around reduced organ function post COVID-19 infection. So this requires stakeholders across the aviation system to constantly review guidance for their operational staff and return to work policies post infection, as new scientific evidence becomes available and is updated. *(Considerations for Navigating the Restart and Recovery of Air Traffic – IATA et al - 2021)*

As the industry is now on a recovery trajectory, there is need for innovation and initiative to sustain safe operations. AFCAC, RSOOs and the ICAO Regional Offices should continue to work on development of awareness programs for all stakeholders in the aviation industry and build capacity for a resilient aviation sector and for the sustainable development of air transport in our continent.



## Recovery Strategies



AFCAC, RSOOs and ICAO Regional Offices should continue to make follow-ups on the outcomes of the 2021 High-level Conference on COVID-19, which was an important milestone for standardisation of mitigation measures and advocacy for adoption of a global approach to public health emergencies.

All aviation stakeholders should perform risk assessments, taking into account pandemic impacts on human performance.

Aviation service providers should consider making available or extend appropriate resources and tools to minimize the physiological and mental health impact of COVID-19.

Governments and international support organizations should consider establishment of financial support mechanisms to bail out institutions that may be affected by public events such as COVID-19 or others.



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