



Unlocking African Aviation

Addressing High Taxes, Fees, and Charges to Transform Air Transport



VISION & MISSION

AFCAC- Specialized Agency of the African Union (AU) on all Civil Aviation & Executing Agency of Yamoussoukro Decision



**Our
vision and
mission**



VISION

“To foster a safe, secure, efficient, cost effective, sustainable, and environmentally friendly civil aviation industry in African States.”

MISSION

We facilitate cooperation and coordination among African States towards the development of integrated and sustainable Air transport systems; and foster the implementation of ICAO SARPs.



2025 - AFCAC STRATEGIC PRIORITIES Core Areas

AIR TRANSPORT

Regulatory Framework, Cost Reduction

AIR TRANSPORT

YD & SAATM Implementation
Harmonisation of Regulations

AVIATION SECURITY

AFI-CES Program
One Stop Security

AVIATION SAFETY

AFI-CIS Program /
Infrastructure / ANS

HUMAN RESOURCE DEVELOPMENT

HRDF / Capacity Building

ENVIRONMENTAL PROTECTION

State Action Plan CO2 Reduction
SAF / LCAF / CORSIA





The SAATM Vision

01

38 Member States

Up from 11 since 2018 launch

02

108 New Routes

Launched in last two years

03

23% Multi-City Routes

Increased from 14.5% in 2018

04

Regulatory Harmonization

AfricaECOREG Template and the Model ASA Template n

Despite progress, excessive taxes, fees, and charges remain a critical barrier to growth.

NEW ROUTES NOV 2022 – APRIL 2025

108

New Routes
19 (5th Freedoms)

2,907,657
Passengers
carried

Despite promising growth in direct connections between African cities, some routes have faced challenges, resulting in suspension, which highlights the complex dynamics of the continent's aviation



Source : Milanamos Planet Optim

African Skies: Connecting the continent





The TFC Challenge

Multiple Levies

- Airport development fees
- Passenger service charges
- Safety levies
- Jet fuel surcharges
- Customs duties
- Ground handling costs

ICAO Non-Compliance

Many charges contradict global policies:

- Doc 8632 on taxation
- Doc 9082 on airport charges

Result: Air travel disproportionately expensive across Africa





Jet Fuel: The Biggest Burden

40%

Operating Costs

Jet fuel accounts for up to 40% of airline expenses

21%

Price Premium

African jet fuel prices exceed global average

15

Fee Categories

Multiple levies per location inflate costs

❏ Chicago Convention Article 24 exempts customs duties on fuel and spare parts—yet many States fail to comply

Economic Impact

Reduced Demand

High fares discourage travel, passengers choose alternatives

Stifled Competitiveness

African carriers can't invest in fleet renewal or expansion

Suppressed Connectivity

Regional routes to underserved areas become unviable

Dampened Tourism

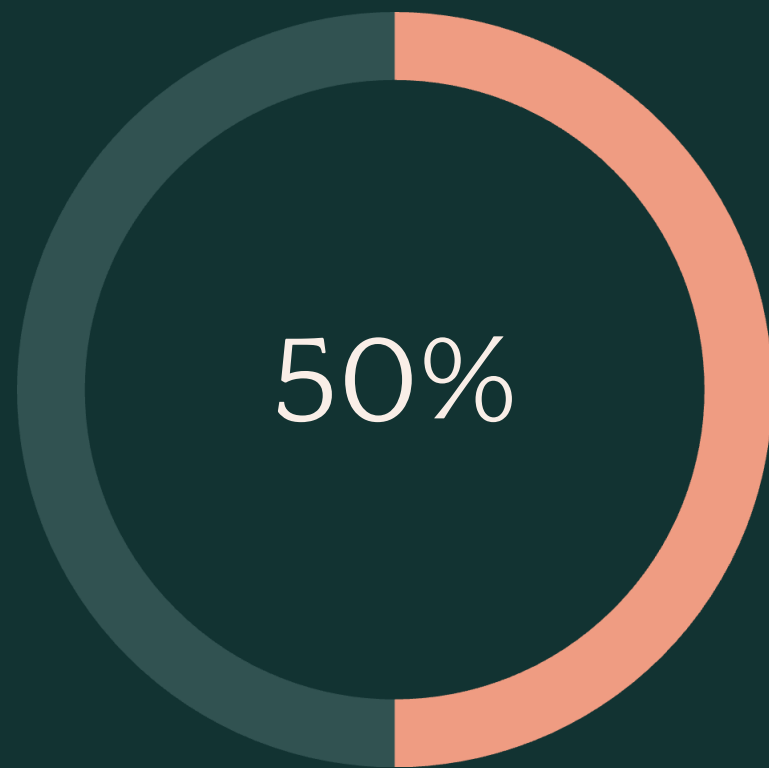
Higher airfares limit tourist arrivals, affecting hotels, restaurants, exporters

Investment Barrier

Opaque frameworks deter foreign direct investment

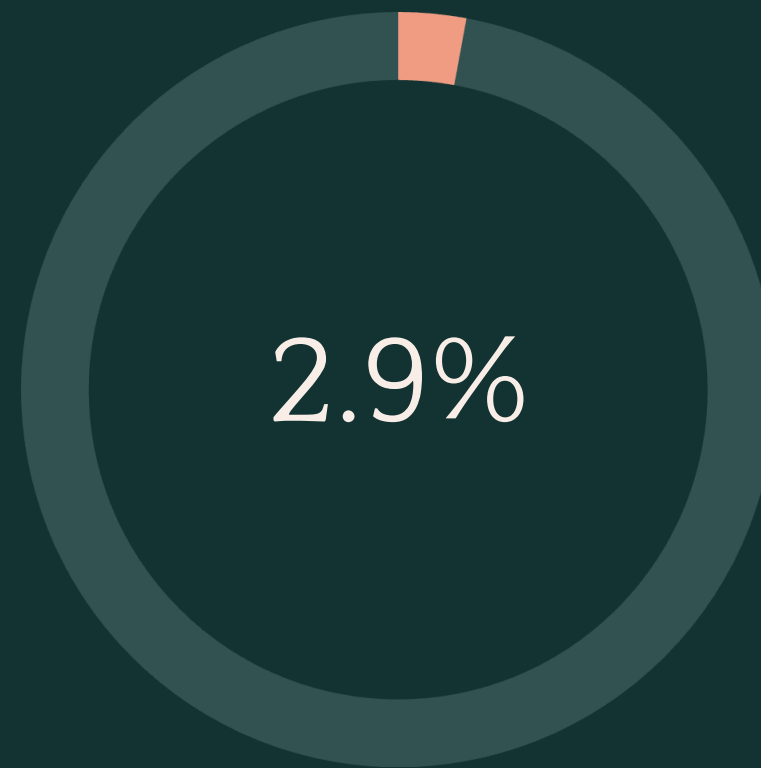


The Numbers Tell the Story



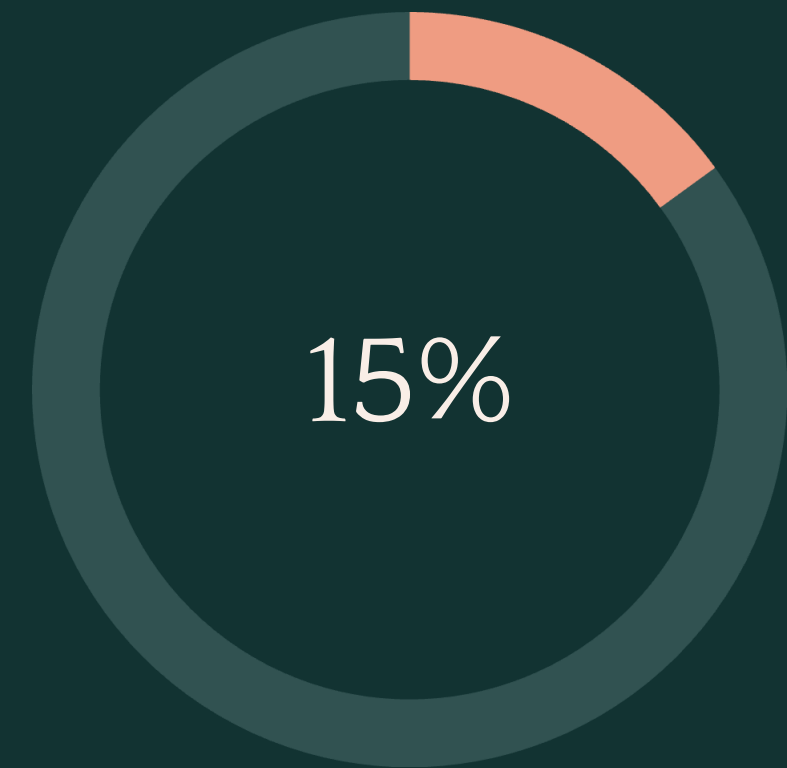
Ticket Price

TFCs constitute up to half of airfares in some regions



Global Share

Africa's contribution to global passenger traffic despite 1.4 billion population



Demand Growth

Potential increase from 10% reduction in ticket prices

"Air travel within Africa is often more expensive than intercontinental flights"



Study Methodology & Findings

AFCAC, AUC, and EASA conducted comprehensive research across 21 SAATM pilot States



Review Existing Research

Benchmark Africa's TFCs against global best practices



Identify Non-Compliance

Assess charges against ICAO framework



Propose Framework

Harmonised continental taxation structure



Quantify Gains

Potential traffic and revenue increases



Key Results of High TFCs

Increased Airfares

Air travel becomes less affordable for consumers

Reduced Passenger Demand

Lower demand due to high costs, fewer affordable options

Limited Airline Profitability

High operational costs reduce margins and sustainability

Suppressed Market Entry

New carriers, especially low-cost, are discouraged from entering

Stagnant Connectivity

Regional routes financially unviable

Distorted Competition

Market skewed towards subsidised carriers

Path Forward: Three Pillars



Harmonised Framework

Align national charges with ICAO principles, mandate AFCAC oversight, ensure transparency through digital platforms



Rationalise Charges

Eliminate non-cost-related charges, consolidate TFCs, introduce fiscal incentives (remove VAT, excise duties)



Strengthen Oversight

Phase reforms with RECs, provide technical assistance, institutionalise stakeholder consultations





Transformative Impact

Enhanced Affordability

Lower costs, accessible travel, greater mobility

Improved Competitiveness

Route expansion, increased frequencies, optimised fleets

Economic Growth

Investment, tourism, trade facilitation, employment

TFC reform: a low-hanging, high-impact lever for unlocking Africa's aviation potential and catalysing inclusive economic growth



African Aviation Transformed

Thank You



www.afcac.org



Dakar, Senegal

