

Case Study: Senegal

Background

There are 20 aerodromes in Senegal. Among them, one receives scheduled international traffic, and four are major regional airports. The international airport is Dakar-Léopold Sédar Senghor International Airport, which is also Senegal's busiest airport. The four most important regional airports are Saint-Louis Airport in the Northeast, Cap Skirring Airport in the Southeast, Ziguinchor airport in the Casamance region, and Tambacounda Airport in the East. Since the suspension of Air Sénégal International in 2009, traffic at these regional airports has decreased substantially.

The Directorate of Civil Aviation (DAC, Direction de l'Aviation Civile) used to be a structure of the Ministry of Transport. Its main role was to implement Senegal's air transport policy and to supervise the provision of airport and air navigation services. These services were delivered by the Agency for Air Navigation Safety in Africa & Madagascar (ASECNA, Agence pour la sécurité de la navigation aérienne en Afrique et à Madagascar). ASECNA was created in 1959 as a multinational public corporation. It comprises 18 Member States from francophone Africa. ASECNA used to operate the Dakar-Léopold Sédar Senghor International Airport and other regional airports in Senegal (under the article 10 of the Convention of Dakar of 25 October 1974). More specifically, airports used to be managed by the Senegal National Aeronautic Activities Agency (AAANS, Administration des activités aéronautiques nationales du Sénégal), whose Chief Executive was appointed by ASECNA's General Director on the advice of the Senegal's Minister of Civil Aviation.

ASECNA still provides air navigation services through six flight information regions (Antananarivo, Brazzaville, Dakar Oceanic and Terrestrial, Niamey, and N'Djamena). Senegal is part of Dakar Terrestrial's FIR.

Commercialization/privatization: Airports

In February 2006, the Government of Senegal created a limited company in charge of financing, constructing and developing a new international airport around Dakar to replace Dakar-Léopold Sédar Senghor International Airport. The newly created Aéroport International Blaise Diagne (Aibd SA) had a mixed ownership structure: the Government of Senegal owned 45% of the shares, while private partners owned the remaining 55% shares. The Saudi Bin Laden Group in collaboration with Dar Al-Handasah Turner-CDE was selected to build the new airport through a "design and build" contract. The construction began in April 2007 at Diass (southeast of Dakar) and is expected to be completed in a near future. An international consortium made of Studi International (Tunisia), Sofreavia (France, now Egis Avia), and the Société Africaine de Conseil et d'Ingénierie (Senegal) has assisted Aibd SA in validating detailed technical studies and monitoring construction work. Finally, the BNP Paribas (France) was chosen to lead the banking syndicate providing long-term project financing, while BMCE-Banque marocaine de commerce extérieur Capital has provided financial advice. The Government of Senegal implemented an Airport Infrastructure Development Charge (RDIA, Redevance de développement des infrastructures aéroportuaires), with the decree n°2005-138 of 28 February 2005. This pre-financing charge has been collected since 1 April 2005 and will be collected until such time as the reimbursement of the construction works of

Dakar-Blaise Diagne International Airport has been completed. Departing or arriving international passengers were first charged EUR 30 for the RDIA, EUR 45 since September 2007, and EUR 53 since 2011. Departing and arriving domestic passengers were first charged EUR 1 and EUR 2 since 2007. Fraport (Germany), together with an international consortium, won an international bid to operate the planned airport in 2007. The contract covers a 25-year period for operating the concession of the Dakar-Blaise Diagne International Airport, including the transfer of operations to the new airport.

The Law n°52/2008 adopted in October allowed the Government of Senegal to increase its shares in Aibd SA. The Government subsequently bought the private company Prestige's share and has since owned a majority participation in the equity of Aibd SA.

Regarding other airports, the government of Senegal decided to break the agreement on airport operations with ASECNA in November 2007 in order to give airport operators more autonomy and more room to manage the facilities on a commercial basis. Since 2008, Senegal's airports, including Dakar-Léopold Sédar Senghor International Airport, are thus managed by the Agency of Senegal Airports (ADS, Agence des Aéroports du Sénégal), which was established as a financially autonomous agency by the decree n°2008-460 of 9 May 2008.

Commercialization/privatization: ANSP

ASECNA, the Dakar-based regional air traffic control agency, continues to hold under its responsibility the control functions on security, air navigation services, aeronautical regulation and services of communications, meteorology, search and rescue and, in general, the technical aspects of air navigation services. At the airport level, airport operators employ and supervise airport personnel and subcontractors, but they are not responsible for the maintenance and operation of air traffic operations or landing systems, which are handled by ASECNA.

Economic oversight: Airports

Once Dakar-Blaise Diagne International Airport is open to traffic, the airport operator will collect all revenues, which will subsequently be shared through a concession fee paid to the government. Regarding other airports, the decree n°2008-460 of 9 May 2008 establishing the Agence des Aéroports du Sénégal specifies that ADS perceives aeronautical charges as well as the Airport Development Infrastructure Charge. User charges are set by the Government, published by Decree and applied to commercial aviation using Senegal's airports' facilities and services.

The Directorate of Civil Aviation was replaced in 2002 by the Senegal Civil Aviation National Agency (ANACS, Agence nationale de l'aviation civile du Sénégal). Established by the decree n°2003-384 of 28 October 2003 as an autonomous agency within the Ministry of Transport, the ANACS directly collects aeronautical charges. It also collects a share of the charges gathered by the Agence des Aéroports du Sénégal. Charges are set by the Government of Senegal and are published in the decree n°2004 -16-78 of 31 December 2004.

Economic oversight: ANSP

ASECNA continues to regulate and set air navigation services charges in Senegal under the supervision of the Senegal Civil Aviation National Agency (ANACS).

(6 July 2011)