

Better Skies for Africa

The Strategic Roadmap to
Free Route Airspace



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ABOUT AFRAA

- Established in Accra, Ghana in 1968
- The leading regional association of African airlines headquartered in Nairobi

- Members **48 airlines**

Over 85% of African Airlines traffic is transported by AFRAA Member Airlines

Partners **41**

VISION: “A sustainable, interconnected, and affordable Air Transport industry in Africa where our Airlines drive economic development.”

MISSION: To promote, serve our Airlines and champion Africa’s aviation industry.

PURPOSE STATEMENT: To Forge a Future Where African Airlines Drive Prosperity, Unite the Continent, and Soar

KEY STRATEGIC OBJECTIVE NO. 1 & 5:

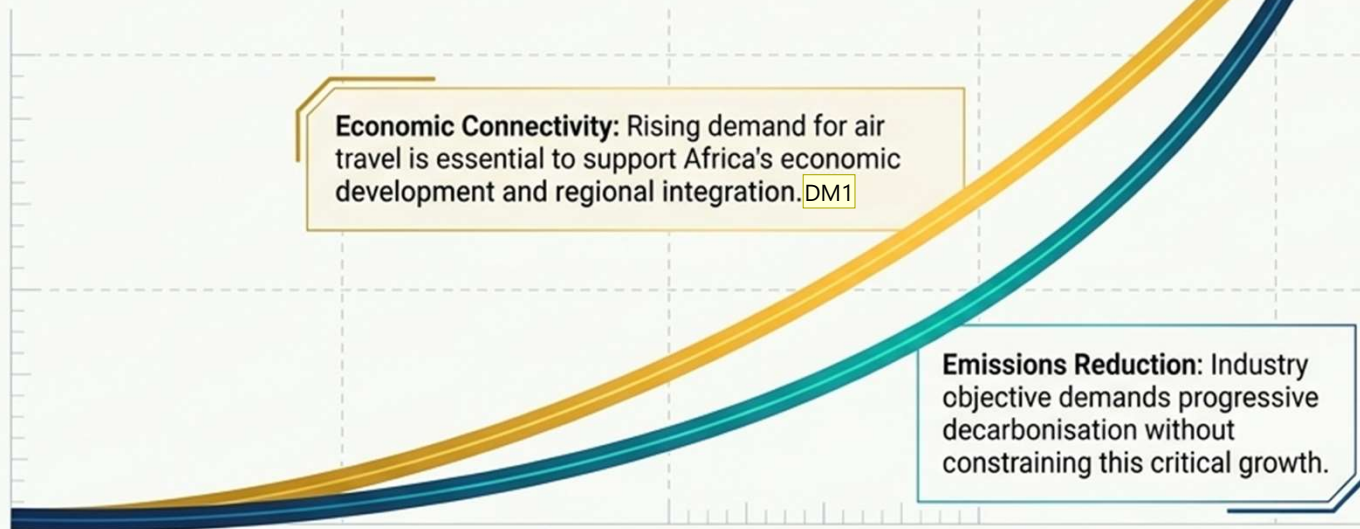
- Ensure safe, secure, efficient, and reliable air transport operations.
- Advocate for a conducive environment for industry affairs



Better Skies for Africa



Balancing continent-wide connectivity with progressive decarbonisation

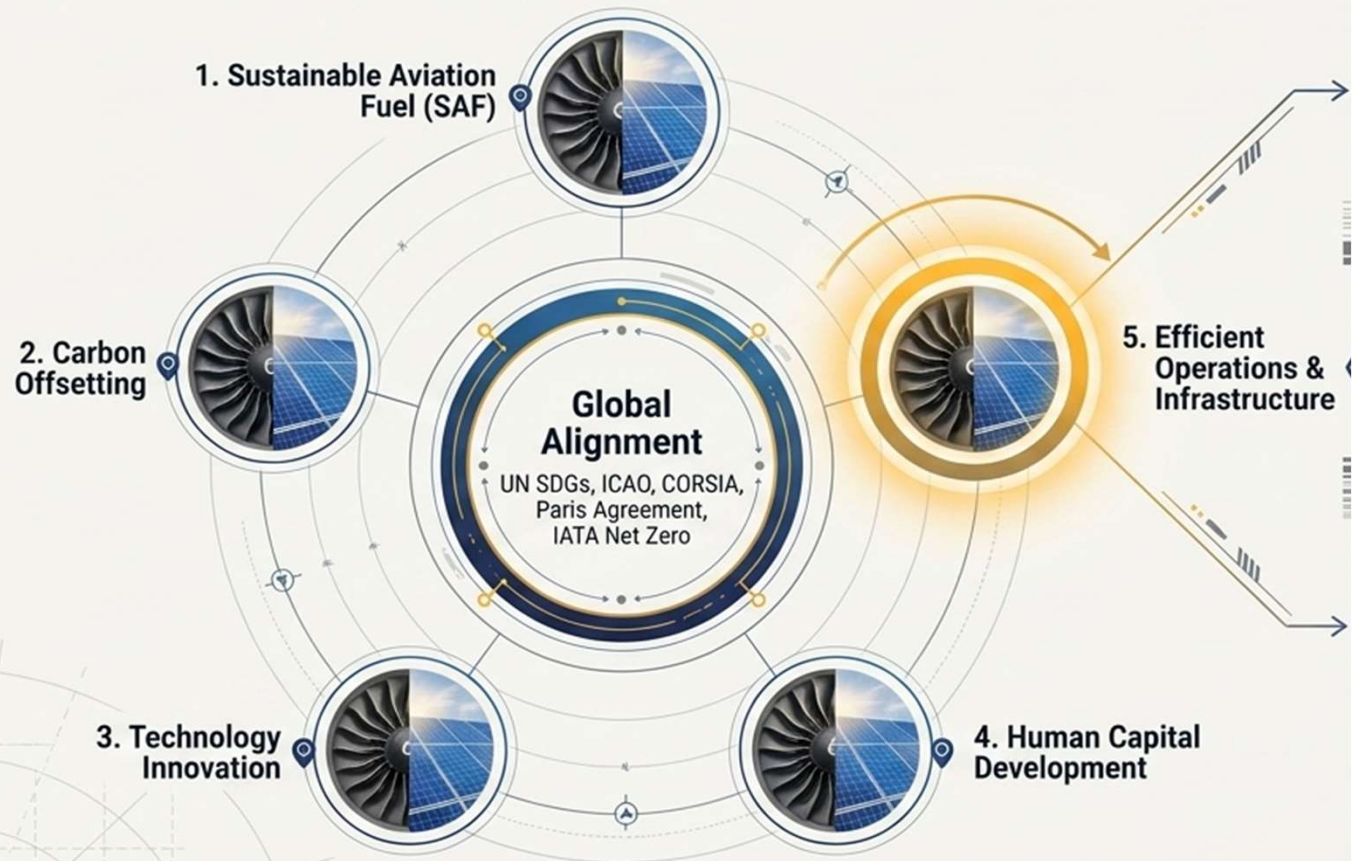


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- DM1**
- Passenger growth projected at 4.1% annually over 20 years
 - Market expected to reach 411 million passengers
 - Third-fastest growing aviation region globally

Daniel Moss, 21/04/2026

Aligning global commitments with practical, cost-effective regional pathways



Activity 1: Championing of Implementation of Optimized Flight Profiles

Activity 2: Facilitate and encourage Airport Collaborative Decision Making (A-CDM);

Activity 3: Carbon-Neutral Airport Certification

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DM2 AFRAA Factsheet and Call to Action on Decarbonisation – Pathway to Net Zero
Emissions published in August 2025

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Activity 1: Championing of Implementation of Optimized Flight Profiles DM3

Takeoff: Continuous Climb Operations (CCO)

Uninterrupted ascent to cruising altitude. Reduces fuel burn by entirely avoiding inefficient level-off segments.

Cruise: User Preferred Routes (UPR)

Direct routing systems minimise unnecessary deviations. Aircraft fly the absolute shortest possible distances between waypoints.

Landing: Continuous Descent Operations (CDO)

Smooth, constant-angle glide paths to the runway, drastically lowering emissions during the approach phase.

Outcome:

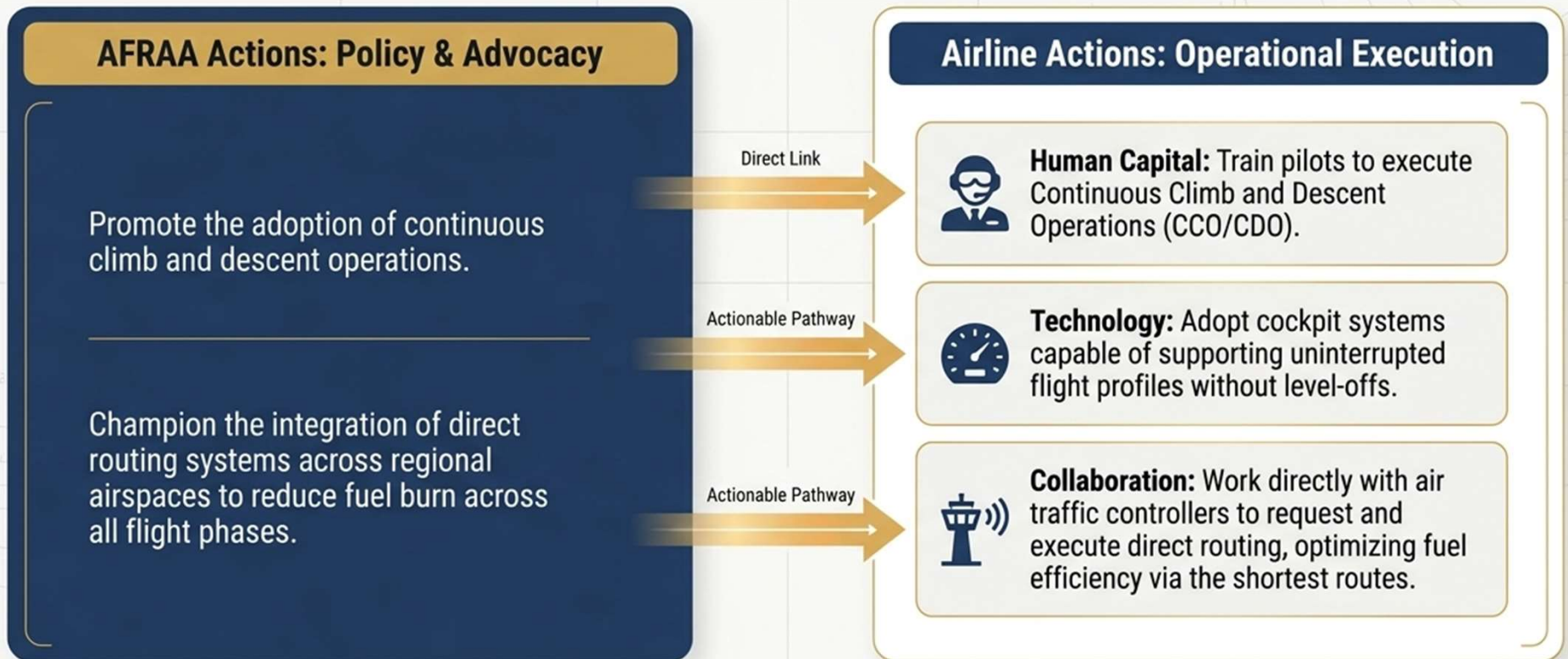
Lower emissions, reduced fuel burn, and enhanced operational efficiency.

DM3 AFRAA Actions:

➔ Promote the use of optimized flight profiles (continuous climb and descent operations) and direct routing systems to reduce fuel burn during takeoff, cruise, and landing phases.

Daniel Moss, 21/04/2026

Activity 1: AFRAA & Airline Actions



FREE ROUTE AIRSPACE (FRA) IMPLEMENTATION STATUS & ROADMAP

→ UPRs allow airlines to fly the most fuel-efficient and timely paths based on current conditions ^{DM4}

→ FRA initiative since the trials begun in 2023, in line with the Global Air Navigation Plan of ICAO and the conclusions of the AFI FRA Planning and Implementation Regional Group.

Benefits

→ 30 key city pairs connected

→ 1,393 hours of cumulative flight time saved, cutting 5,000 metric tonnes of fuel burn and therefore avoiding some 16,000 metric tonnes of CO2 emissions, and a reduction in annual fuel costs of about US\$ 15 million

Implementation Status

→ Participating Airlines : Ethiopian Airlines, Kenya Airways, EGYPTAIR, Royal Air Maroc, RwandAir and ASKY Airlines

→ Stakeholders: Afreximbank, AFCAC, Western and Central African ANSPs, ASECNA, GCAA- Ghana, NAMA - Nigeria, RVA, Roberts FIR, IATA, ICAO and CANSO

→ Starting 30 October 2025, any airline can plan and operate User Preferred Routes.

→ The region's ANSPs have committed to approving newly requested UPR within 48 hours.

→ Ongoing - final administrative work to streamline this process by the 24 WACAF States, with approvals no longer required for new UPR requests from mid-2026.

Next Steps

→ The focus for 2026 will shift to the Eastern and Southern Africa (ESAF) airspace to conclude trials and achieve a similar FRA implementation.

→ Ongoing - Development of a web-based coordination platform to streamline operations for airlines and ANSPs.

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DM4 i.e. more flexibility for pilots enabling them to adjust to factors like weather and winds, leading to reduced fuel consumption, shorter flight times and lower carbon emissions.

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CONCLUSION

Efficient Operations & Infrastructure Pathway remains critical as African carriers navigate operations in one of the most expensive aviation ecosystems globally restricting capital for other sustainability initiatives



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DM6 (Projected net profit in 2025 USD 1.30 vs global average of USD 7.90 per passenger; Fuel costs: +17% above global average, Taxes and charges: 12–15% higher, Air navigation: 10% higher; Maintenance, insurance, capital: 6–10% higher; Low GDP per capita → suppressed demand + high price sensitivity; Blocked airline funds (USD 954M in Africa alone -79%) → liquidity crisis; Connectivity Gap: Only 19% of intra-African routes are direct; Heavy reliance on non-African hubs)

Daniel Moss, 21/04/2026



14TH AVIATION STAKEHOLDERS CONVENTION



SOUTH AFRICAN AIRWAYS
A STAR ALLIANCE MEMBER



THE AFRICAN AVIATION SAFETY & OPERATIONS SUMMIT



17 - 20 May 2026, Johannesburg - South Africa

Theme: Resilient African Aviation: Partnerships - Empowerment - Profitability



THANK YOU

