



INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty First Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/21) (Nairobi, Kenya, 9 – 11 October 2017)

Agenda Item 9: Any other business

AFI TRAFFIC FORECAST WORKING GROUP (AFI TFWG)

(Presented by IATA)

SUMMARY
<p>This paper addresses operationalization of the AFI Traffic Forecast Working Group established within the new framework of APIRG structure and propose recommendations for a clear, complete and consistent view on air traffic statistics and forecasts in the AFI Region.</p> <p>Action by the meeting is at paragraph 3.</p>
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> ▪ Doc 8991 Manual on Air Traffic Forecast ▪ Doc 9750 Doc Global Air Navigation Plan 2016-2030 ▪ APIRG Procedural Handbook
<p>Related ICAO Strategic Objective(s): A – <i>Safety</i>, B – <i>Air Navigation Capacity and Efficiency</i>, C – <i>Economic Development of Air Transport and</i> E – <i>Environmental Protection</i></p>

1. INTRODUCTION

1.1 The AFI Traffic Forecast Working Group (TFWG) was established by APIRG in the new organizational framework in 2014 and has not been active since. The objective of the AFI TFWG is to provide statistics and forecasts on air traffic in the AFI Region and to monitor and analyse the evolution of the Air Transport Industry. One of the goals is to ensure a clear, complete, and consistent view on air traffic statistics and forecasts in the Region.

1.2 Data collection and guidance materials for forecasting purpose are nowadays relevant for the industry stakeholders (States, airports, airlines, ANSPs, Manufacturers and other relevant organizations) during their respective planning process.

1.3 In preparation of a refinement of the performance based approach, ICAO has recently published a set of 16 “Potential Key Performance Indicators” (KPIs) for measuring the efficiency, capacity and predictability of the air navigation system (GANP 2016). These are based on performance measurement and reporting practices that are already in use in several parts of the world. The AFI Air Navigation Services (ANS) Report that should be developed will also require data collection and calculation of performance indicators. Therefore Data submission from ANSPs will be highly required.

2. DISCUSSION

2.1 The statistics and traffic forecasts should be discussed and reviewed by the AFI TFWG, a body of APIRG composed of forecasting and statistics experts from States, ANSPs, Airport Authorities and Organisations that will need to meet regularly. There is need for setting up a task force that will address the operationalization of the AFI TFWG, mainly the terms of reference of the AFI TFWG that should include and not limited to:

- a) Scope of activities of the AFI traffic forecast;
- b) Set of data to be collected and the agreed format;
- c) validation of submitted data before importing it into a secure centralized database;
- d) collaborative forecasting methodology and practical statistics aspects;
- e) Exchange of views and information on the current and future situation of air traffic;
- f) Tools and necessary materials to be used; and
- g) Activities in National Administrations, International Organizations and elsewhere

2.2 The AFI TFWG should be responsible for providing economic, financial and traffic forecasting advice to the APIRG Secretariat in order to ensure the cost-effective management of the aviation system within the AFI Region. Other Regions like NAT have extended their scope of activities in order to provide advice in the area of cost identification, cost allocation models, performance and productivity indicators, variance analyses and standardized financial reporting as best practices in the area of cost recovery and charging for the provision of air navigation services.

2.3 With respect to contribution to network performance in the framework of ASBU, the AFI TFWG should coordinate with the AAO and IIM SGs in order to develop and/or assess business-case analysis, and where necessary on the identified projects under the new APIRG framework in order to address user needs, in particular:

- a) Number of yearly, monthly flights in the AFI Region;
- b) Forecast trend of the traffic growth for a given State or across the Region; and
- c) Traffic Statistics per market segment in the Region, etc.

2.4 In order to support AAO SG in the development of the Regional Air Navigation Services (ANS) Report, which will promote performance based approach and seamless operation across the AFI Region, ANSPs should be encouraged to provide data during the data collection phase for assessment of Key Performance indicators. AFI TFWG database could be of one the enabler that will support the development the AFI ANS Report.

2.5 In light of the information presented above, IATA supports the following recommendations:

- a) **Establishment of a Project Team for the operationalization of the AFI Traffic Forecast Working Group:**

That, a Project Team comprised of States, ANSPs, Airport Authorities and Organisations should be established in order to identify, within a reasonable timeframe before the first quarter of 2018, the main functions of the AFI TFWG, the appropriate organisational framework, the scope of activities for submission to APIRG secretariat.

- b) **AFI States, ANSPs, Airport Authorities and Organisation to appoint a specific focal point that will participate in the activities of the AFI TFWG Project Team and to provide ICAO with this information before 31 January 2018. ICAO to send a supporting State Letter advising AFI States, ANSPs, Airport Authorities and Organisations to appoint their respective Focal Point.**

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information provided in this working paper; and
- b) consider IATA's recommendations mentioned in paragraph 2.5 above as a pragmatic approach for the future operationalization of the AFI Traffic Forecast Working Group.

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