



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

Agenda Item 8: Proposed Work Programme 2017-2019 of APIRG

AFI Traffic Forecast Working Group (AFI TFWG)

(Presented by the International Air Transport Association)

SUMMARY	
<p>This paper addresses the reactivation and operationalization of the AFI Traffic Forecasting Working Group, a body of the new APIRG organizational structure, and proposes recommendations for a clear, complete and consistent view on air traffic statistics and forecasts in the AFI Region.</p>	
<p>REFERENCE(S):</p> <ul style="list-style-type: none"> ▪ ICAO Manual on Air Traffic Forecast (Doc 8991) ▪ ICAO Global Air Navigation Plan 2016-2030 (Doc 9750) ▪ APIRG/13, APIRG/14 and APIRG/19 Reports ▪ AFI TFG/7 Report ▪ APIRG Procedural Handbook 	
<p>Related ICAO Strategic Objective(s)</p>	<ul style="list-style-type: none"> ▪ This working paper related to the following Strategic Objectives: A, B, D and E.

1. INTRODUCTION

1.1 The AFI Traffic Forecasting Group (TFG) was maintained and renamed AFI Traffic Forecasting Working Group (TFWG) by APIRG in its new organizational framework adopted in 2014 and has not been active since its Seventh Meeting held in August 2013. The terms of reference of the previous TFG as defined by APIRG/13 Meeting in 2001 are provided in Appendix to this working paper. The AFI TFWG objective 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 processes.

1.3 In preparation of a refinement of the performance based approach, ICAO has recently (GANP 2016) published a set of 16 “Potential Key Performance Indicators” (KPIs) for measuring the efficiency, capacity and predictability of the air navigation system. These are based on performance measurement and reporting practices that are already in use in several parts of the world. The AFI Annual Air Navigation 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 which should meet regularly. There is need to review and update the terms of reference of the AFI TFWG to include but not limited to:

- 2.1.1 Scope of activities of the AFI traffic forecast
- 2.1.2 Set of data to be collected and the agreed format
- 2.1.3 validation of submitted data before importing it into a secure centralized database
- 2.1.4 collaborative forecasting methodology and practical statistics aspects
- 2.1.5 Exchange of views and information on the current and future situation of air traffic
- 2.1.6 Tools and necessary materials to be used
- 2.1.7 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 modules, 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:

- 2.3.1 Number of yearly, monthly flights in the AFI Region
- 2.3.2 Forecast trend of the traffic growth for a given State or across the Region
- 2.3.3 Traffic Statistics per market segment in the Region, etc.

2.4 In order to support APIRG SGs in the development of the AFI Annual Air Navigation 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 Annual Air Navigation Report.

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

2.5.1 Re-activation of the AFI Traffic Forecast Working Group:

2.5.2 That, the AFI TFG should resume its activities within a reasonable timeframe, preferably before the first quarter of 2018.

2.5.3 AFI States, ANSPs, Airport Authorities and International Organisations to appoint a specific focal point that will participate in the activities of the AFI TFWG and to provide ICAO with this information before 31 December 2017. 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:

- i. note the information provided;
- ii. review and update the terms of reference, work programme and composition of the AFI TFWG; and
- iii. consider the IATA recommendations mentioned in paragraph 2.5 of this WP as a pragmatic approach for the resumption and operationalization of the activities of the AFI Traffic Forecasting Working Group

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APPENDIX

**TERMS OF REFERENCE, WORK PROGRAMME AND COMPOSITION
OF THE TRAFFIC FORECASTING GROUP (TFG)
(APIRG/13 Report)**

1. Terms of reference:

a) Identify the data source (air traffic control centres or ATS units) and the data requirements for the development of medium-term (3 to 5 years) and long-term (6 to 20 years) forecasts of air traffic for the AFI Region.

b) Develop medium- and long-term passenger, freight and total aircraft movement forecasts for the AFI Region to support the air navigation systems planning, including CNS/ATM systems implementation, taking into consideration that:

i) the forecasts should be developed using a methodology which links passenger and freight demand with aircraft movement forecasts directly and in a consistent manner; and

ii) the forecasts should cover traffic flows as contained in Doc 003 (*AFI CNS/ATM Implementation Plan*).

c) Assist in the development of cost/benefit analyses for the implementation of CNS/ATM systems components, as required.

2. Work programme

The Secretariat will prepare drafts for consideration by the task force in time for APIRG/14.

3. Composition

Six experts have been designated by the following member States as follows:

- Malawi (Economist)
- Nigeria (Information/Statistics - will submit Economist)
- Senegal (Statistician)
- South Africa (1 Economist, 1 Statistician)
- Tanzania (Economist/Statistician)
- Togo (Business and Finance)
