



| ICAO

UNITING AVIATION

# Outcomes of the Third ICAO World Aviation Forum (IWAF/3)





- Hosted by Nigeria in cooperation with African Union Commission (AUC), African Development Bank (AfDB) and New Partnership for Africa's Development (NEPAD) Planning and Coordination Agency
- Attended by more than 500 high-level participants from governments, development banks and international organizations, including Ministers
- Tackled existing and future financing challenges facing quality aviation infrastructure and capacity development, especially in Africa



- While the African aviation market has the most potential for growth out of all global regions with a large and increasing population, this potential has not yet been fully translated into strong and uniform air traffic growth within the continent
- It remains difficult for African States and aviation stakeholders to access funds and/or ensure financing for the modernization and expansion of their infrastructure
- Skills shortages are posing a considerable short-term obstacle to growth, with a lack of adequately aviation professional
- The uncertainty about continuation of air services has an adverse effect on a tourism and travel industry's inward investment and the opportunity for inbound tourism, and thus the actual loss of a service could have a much greater cost



Increased use of  
aviation as a  
development tool



## Aspirational Goal

No constraints of infrastructure, capacity,  
technology and financial resources for aviation  
development

Support the realization of:

- ***African Union (AU) Agenda 2063***
- ***United Nations 2030 Agenda for Sustainable Development and its Sustainable Development Goals (SDGs)***



- Concluding Communiqué
- Declaration and Framework for a Plan of Action for Development of Aviation Infrastructure in Africa
  - Adopted within the framework of the Lomé Plan of Action (2017 –2019) of the AU adopted at the First Ordinary Session of the AU Specialized Technical Committee (STC) on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism, in Lomé, Togo on 17 March 2017 and endorsed at the Thirty-First Ordinary Session of the AU Executive Council through Decision EX.CL/Dec. 970 (XXXI)



As a credible means of planning and implementation to address financing challenges facing aviation infrastructure and capacity development, the participants underscored, inter alia, that:

- a) national and/or regional aviation infrastructure programmes and plans, as well as strategic infrastructure targets, should be developed based on a robust business case analysis, a gap analysis between forecasted demand and current capacity and a full life cycle analysis, consistent with the ICAO Global Plans;
- b) such programmes and plans should be aligned and integrated with an appropriately-balanced development of transport modes, including multi-modal and urban planning initiatives: linked with national and/or regional development plans and strategies; harmonized with the international economic and financial frameworks; and supported by economic cooperation and, when needed and as appropriate, international assistance for development;



- c) the priority should be placed on the creation of good governance such as enabling institutional, legal and regulatory frameworks and monitoring and evaluation mechanisms, which can provide a strong impetus to boost investment in the aviation sector, particularly through private sector participation, and in the handling of the complex nature of project finance transactions;
- d) planning and development efforts for aviation, tourism and trade infrastructure should be consolidated, whenever possible, while harmonizing regulatory frameworks in balancing the benefits of these economic sectors as well as promoting cooperation and compatible decision-making among transport authorities and other ministries in charge of related portfolios, including finance, economic planning, energy, environment, trade and tourism; and
- e) “soft infrastructure” or human and institutional capacity development, as well as nurturing and integrating technology and innovation, should cater for the specific needs and conditions of States/regions, especially for States in special situations, reflecting their national development strategies and priorities, and including the next generation of aviation professionals.



The Declaration urges African States and African Regional Economic Communities (RECs), in cooperation and coordination with the AUC, the NPCA, the AfDB, the United Nations Economic Commission for Africa (UNECA), the African Civil Aviation Commission (AFCAC), the African Airlines Association (AFRAA) and international partners to, inter alia:

- a) develop national and/or regional aviation infrastructure programmes and plans and determine strategic infrastructure targets that should be consistent with the ICAO Global Plans, based on a robust business case analysis and gap analysis;
- b) align and integrate aviation infrastructure programmes and plans with an appropriately-balanced development of transport modes, including multi-modal and urban planning initiatives, as well as link them with national and/or regional development plans and budgets;





- c) include major aviation infrastructure projects in the Programme for Infrastructure Development in Africa (PIDA) and the next cycle of its Priority Action Plan (PAP) for 2020–2030, and foreign African economic cooperation and international assistance platforms such as the Tokyo International Conference on African Development (TICAD) and the Forum on China–Africa Cooperation (FOCAC);
- d) promote cooperation and compatible decision-making among transport authorities and other ministries in charge of related portfolios, and consolidate planning and development efforts for aviation, tourism and trade infrastructure, whenever possible, under the integrated, corridor development and spatial development approach;
- e) establish project monitoring and evaluation frameworks using a data-driven approach to balance long-term uncertainty for infrastructure investment with the need to adjust to short-term priorities and funding constraints for project delivery; and
- f) build capacity of soft infrastructure, especially within the framework of the *Move Africa* initiative, and develop skills required for the preparation of aviation-related PIDA-PAP projects by taking advantage of the existing intra-African training capacity and the assistance of partners such as TICAD and FOCAC.



- Conduct aviation infrastructure gap analysis for African States and a study on capacity building
- Provide dedicated technical assistance through AFI Plan, AFI SECFAL Plan and HRDF etc.
- Finalize guidance material on cost-benefit analysis, business case study and economic impact analysis
- Sensitize States for the ratification of the international legal instruments
- Provide required assistance for the operationalization of SAATM



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Southern African  
(ESAF) Office  
Nairobi

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Asia and Pacific  
(APAC) Office  
Bangkok



THANK YOU