

AFRAA data

African airlines' performance updates by AFRAA – March 2023

Airline performance: In March, the traffic carried by African airlines reached 94.8% of 2019 level. Domestic market share was at 37%, intra-Africa at 31% and intercontinental at 32%. AFRAA estimates that by end 2023, total passengers carried by African airlines will reach 85 million, this being about 10 million short of the full year 2019 passenger traffic.

The total number of intercontinental routes operated by African airlines exceeded pre-COVID levels since October 2022. In 8 African airports (Johannesburg, Nairobi, Addis Ababa, Lusaka, Cairo, Casablanca, Abidjan and Lome) intra-Africa connectivity reached or exceeded pre-COVID level since December 2022.

The year 2023 is witnessing a narrowing of airline revenue gap compared to 2022. In the first 3 months of the year, African airlines missed the levels attained in a similar period in 2019 by US\$0.3 billion. This is expected to further narrow in the second quarter to US\$0.2 billion according to AFRAA. Though the full year estimated revenue gap is yet to be computed, it appears 2023 will be a better year compared to the prior year. The 2022 full year revenue loss was US\$3.5 billion for all African airlines combined.

Jet A1 price continued the downward trend in March with the global average price per barrel in the last week of March reaching US\$102.5. However, this trend changed to a surge in April following the OPEC producers' announcement of plans to cut crude output.

Blocked funds: Nigeria, with US\$743 million of airline-blocked funds, is currently ranked the second highest in the world after Venezuela. An AFRAA survey indicates that 3 African airlines alone, have about US\$44.2 million blocked in Nigeria. These 3 AFRAA airlines have a total of US\$88.9 million blocked in 12 African countries at the end of 2022. Aside Nigeria, other African countries with blocked funds at the end of 2022 include Algeria, Libya, Cameroon, The Central African Republic, Ethiopia, Eritrea, Equatorial Guinea, Guinea Conakry, Burundi, Malawi, Sierra Leone, Zambia and Zimbabwe.

AFRAA is continuing its advocacy on blocked funds. According to the Secretary General of AFRAA, Abdérahmane Berthé, "It is unacceptable for some States to hold on to airline generated revenues that is badly needed to cover operating costs and yet expect operations to continue undisrupted. The longer these funds are held, the bigger the financial burden these States impose on airlines supporting air connectivity and economic activities in these countries."

Regulatory and Industry Developments

Canada – Single-use Plastics (SUP) Prohibition Regulations:

The Canadian government published a regulation on single-use plastics (SUP) prohibitions in June 2022, which has implications for airline operators. Starting 20 December 2022, airlines are unable to buy or import 6 categories of SUP, including cutlery, foodservice ware, sticks and straws, etc. in Canada. See link for details: technical guidance.

Consultation on balanced approach Schiphol: The Dutch Ministry for Infrastructure and Water Management launched a consultation on the noise-balanced approach, in which they propose a combination of required noise restriction measures to reduce the 500k movement cap to attain the 440k movements cap, imposed by the government. However, on 5 April 2023 the Dutch Court halted the implementation of the proposed flight cuts after IATA pointed out that the reduction was in contravention of EU Laws. Details are available here [English](#)

Sierra Leone Airport Development Charge: Sierra Leone has made revisions to Aviation Security Charge and Foreign Travel Tax, including a revocation of Foreign Travel Tax for ECOWAS States. The government, through the civil aviation authority, plans to increase by 1400% Airport Development Charge to be borne by passengers. "This is a shot in the foot for a country that needs air connectivity to facilitate trade, business and general socio-economic development", says AFRAA Secretary General, Abdérahmane Berthé.

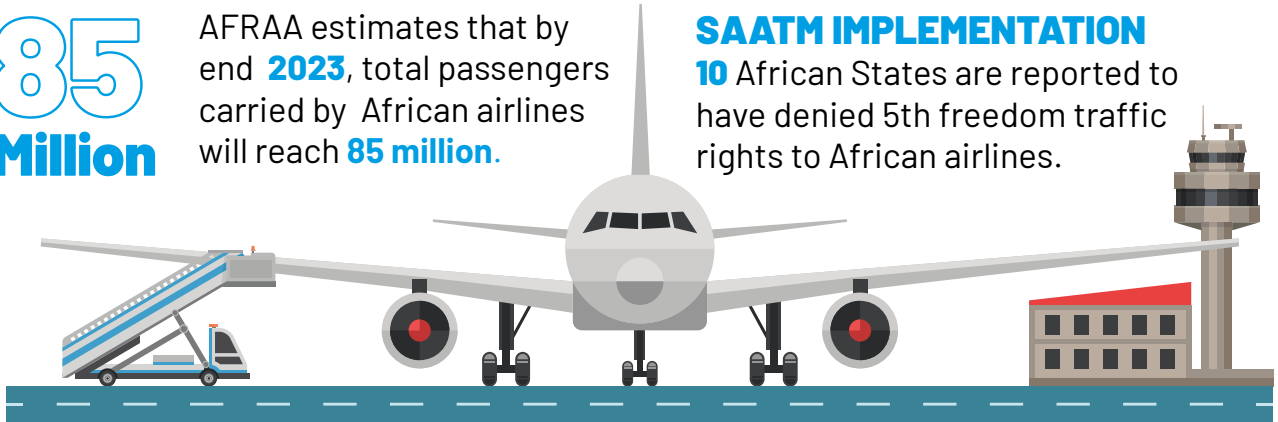
African Airlines performance updates, AFRAA March 2023

85
Million

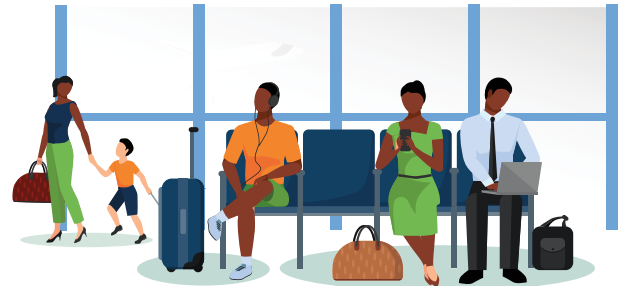
AFRAA estimates that by end **2023**, total passengers carried by African airlines will reach **85 million**.

SAATM IMPLEMENTATION

10 African States are reported to have denied 5th freedom traffic rights to African airlines.



In January **2023**, Domestic traffic represented **37%** of the passengers carried, Intra-African passengers carried represented **31%**, Intercontinental traffic was **32%**.



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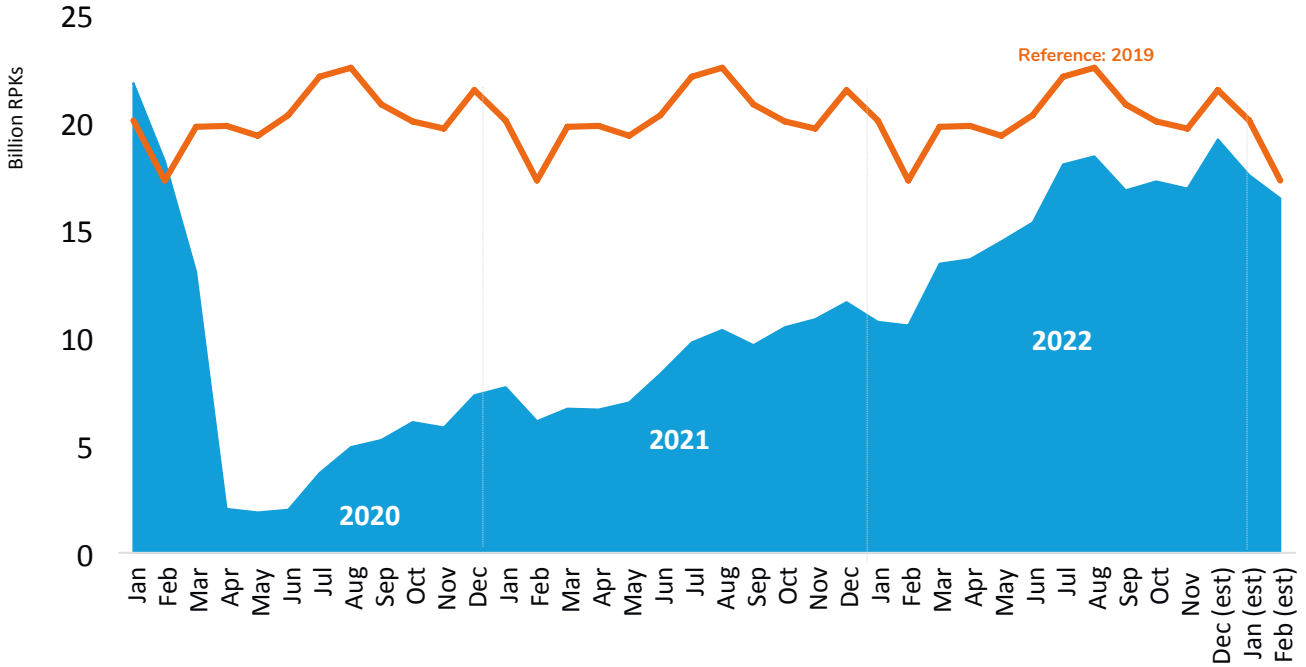
Nigeria, with **\$743 million** of airline-blocked funds, is currently ranked the **second highest** in the world after **Venezuela**. An AFRAA survey indicates that **3 African airlines** alone, have about **\$44.2 million** blocked in Nigeria.

Since **Dec 2022**, Intra-Africa connectivity reached or exceeded **pre-Covid** level in these **8 African** airports **Johannesburg, Nairobi, Addis Ababa, Lusaka, Cairo, Casablanca, Abidjan** and **Lome**.

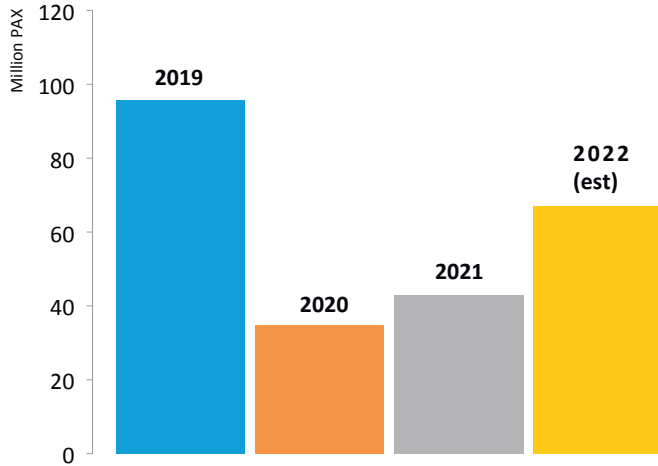


Capacity and traffic evolution

African airlines' RPKs evolution

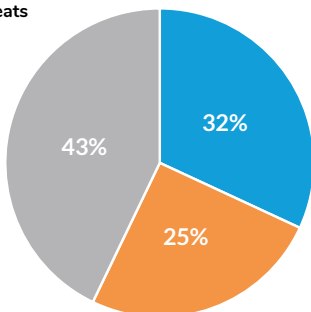


African airlines PAX carried



- 67 million PAX carried in 2022.
- Traffic is expected to reach 92.3% of the 2019 levels in February 2023.
- In December 2022 (final adjusted data):
 - ✓ Domestic traffic represented 37% of the passengers carried.
 - ✓ Intra-African passengers carried represented 31%.
 - ✓ Intercontinental traffic was 32%.

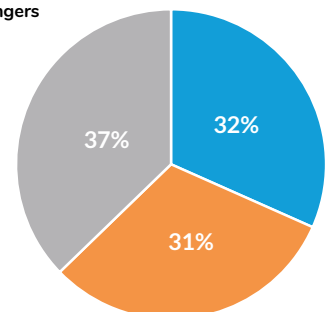
Seats



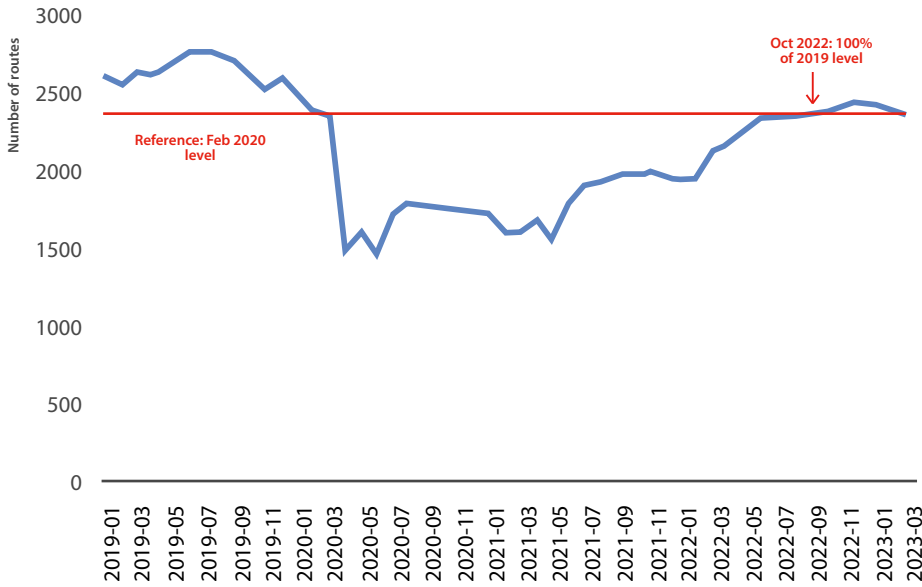
Seats and passengers distribution

- Intercontinental
- Intra-African
- Domestic

Passengers



International routes



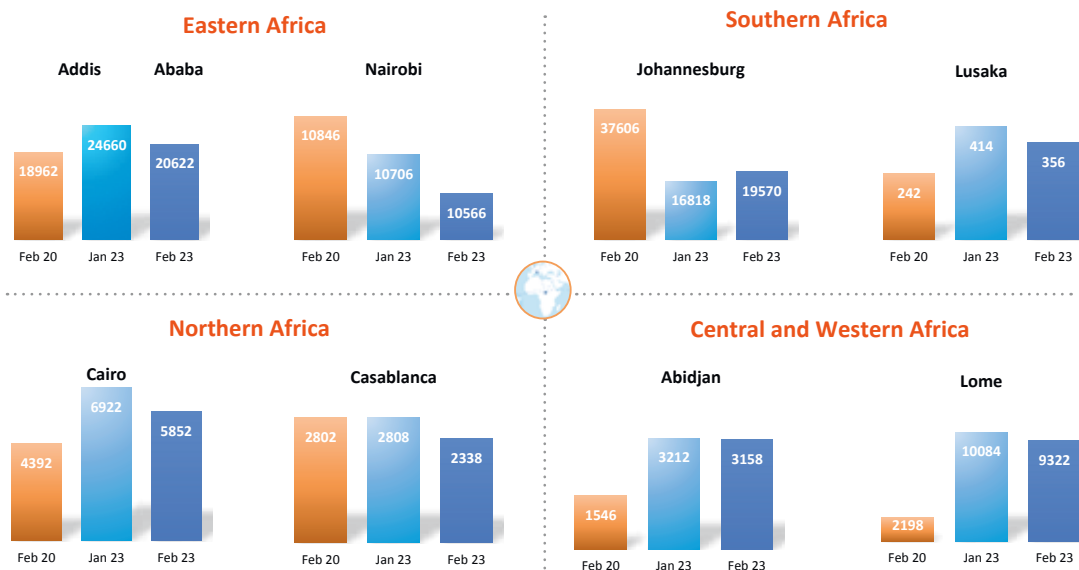
The percentage of international routes operated by African airlines exceeded the pre-COVID level since **October 2022**.

The numbers are in an ascending trend since the COVID-19 disruption. We can observe a seasonality, with the number of routes increasing from May to October, and in December which include peak seasons.

Source: AFRAA/OAG

Intra-African connectivity

Number of Intra-African connections at major hubs per African sub-regions



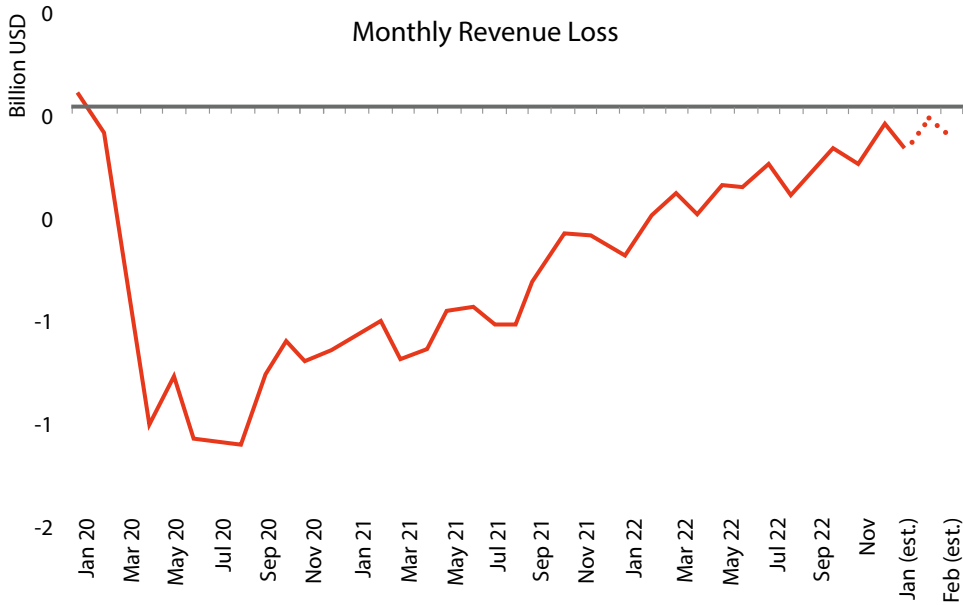
The global Intra-African connectivity is estimated to have reached the pre-COVID level since December 2022.

However, the number of existing connections is far lower than the real potential.

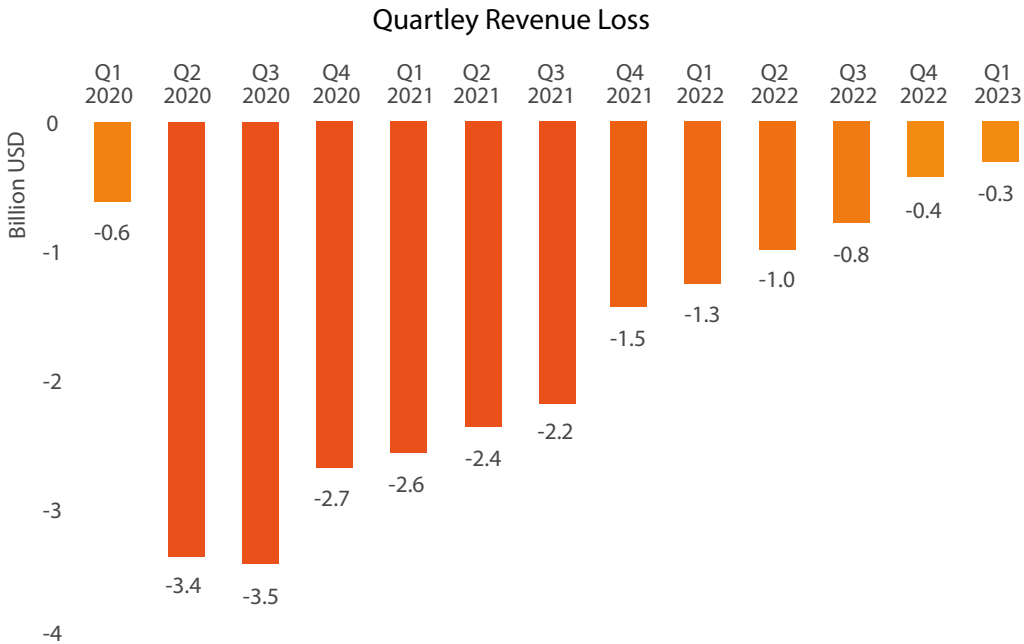
Source: AFRAA/OAG

Passenger revenue loss for African airlines

Passenger revenue loss attributed to COVID-19 (compared to 2019)



90% traffic recovery in 2023 compared to 2019



Source: AFRAA/OAG

- Estimated Revenue loss for 2022 USD 3.5 billion, representing 20% of 2019 revenues.
 - Estimated Revenue loss for Q3 2023: USD 0.3 billion
- Year 2023 estimations are not yet available.