

Operationalisation of the Single African Air Transport Market (SAATM)- Support to the African Civil Aviation Commission (AFCAC) Project

Preparatory report for the 4th Project Steering Committee

Online

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Executive summary

During the 2024–2025 implementation period, the project continued to deliver concrete and measurable results in line with the objectives of the Contribution Agreement, supporting the progressive operationalisation of the Single African Air Transport Market (SAATM) and reinforcing AFCAC’s role as the continental coordinating body.

Under **Result 1**, AFCAC’s institutional capacity was further strengthened through targeted technical assistance, analytical support and capacity-building activities. This included support to aviation data management and access to international databases, capacity building on aviation data at AFCAC headquarters, and key analytical work underpinning SAATM implementation. In particular, the project supported the development and validation of **two major continental studies on Taxes and Charges and on Competition**, which constitute essential building blocks for evidence-based policy formulation and informed decision-making at continental and Member State level.

Under **Result 2**, the project supported tangible progress in the adoption and implementation of SAATM-related rules by Member States through implementation-oriented activities on competition, consumer protection, legal harmonisation and Sustainable Aviation Fuels (SAF). **Concrete examples** include induction training on aviation competition for national authorities, legal workshops on harmonisation of laws, continental workshops on consumer protection and competition, and the validation of studies on taxes and charges. In parallel, targeted activities on SAF contributed to addressing regulatory, institutional and operational challenges linked to market liberalisation and sustainability. In particular, the **SAF Training for African airlines and airports** stands out as an example of effective and coordinated delivery, implemented through close collaboration between **AFCAC, EASA, AFRAA and ACI Africa**, and demonstrating how joint institutional efforts can translate policy objectives into practical implementation and industry engagement.

Under **Result 3**, the cumulative effects of activities implemented under Results 1 and 2 translated into strengthened institutional coordination, increased stakeholder ownership and enhanced readiness to implement SAATM-related measures. Engagement with airlines, airports and safety stakeholders through high-level continental platforms contributed to reinforcing the operational relevance, visibility and credibility of SAATM initiatives.

Building on these achievements, the project has obtained **an extension of its duration until 31 August 2026**, providing additional time to consolidate results and address remaining implementation gaps. The proposed Work Plan for 2026 is ambitious in scope, **comprising approximately 30 activities to be implemented over a limited period of six to seven months**. This ambition reflects both the need to capitalise on progress achieved to date and the sustained demand expressed by AFCAC, Member States and stakeholders.

At the same time, **the pace and volume of activities implemented in 2025 already illustrate a marked acceleration of project delivery. More than 22 activities were implemented out of the 25 initially planned, within a period of approximately seven months**, demonstrating increased implementation capacity, improved coordination and a strengthened level of trust between the project, the EASA’s project team, AFCAC and stakeholders. This acceleration contrasts with the initial phase of the project, during which several months were required to establish the necessary institutional arrangements and enable the start of concrete implementation.

While the proposed 2026 Work Plan reflects this positive dynamic, its implementation will nonetheless remain dependent on external factors, including stakeholder availability, institutional processes and prioritisation decisions. It is therefore conceived as a flexible and adaptive framework, subject to guidance from the Project Steering Committee.

The PSC is invited to take note of the results achieved to date, acknowledge both the opportunities and constraints associated with the project extension, and provide approve the proposed orientation and prioritisation of activities for the remainder of the implementation period.

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1 Summary and context of the Project

1.1 Introduction- key contractual

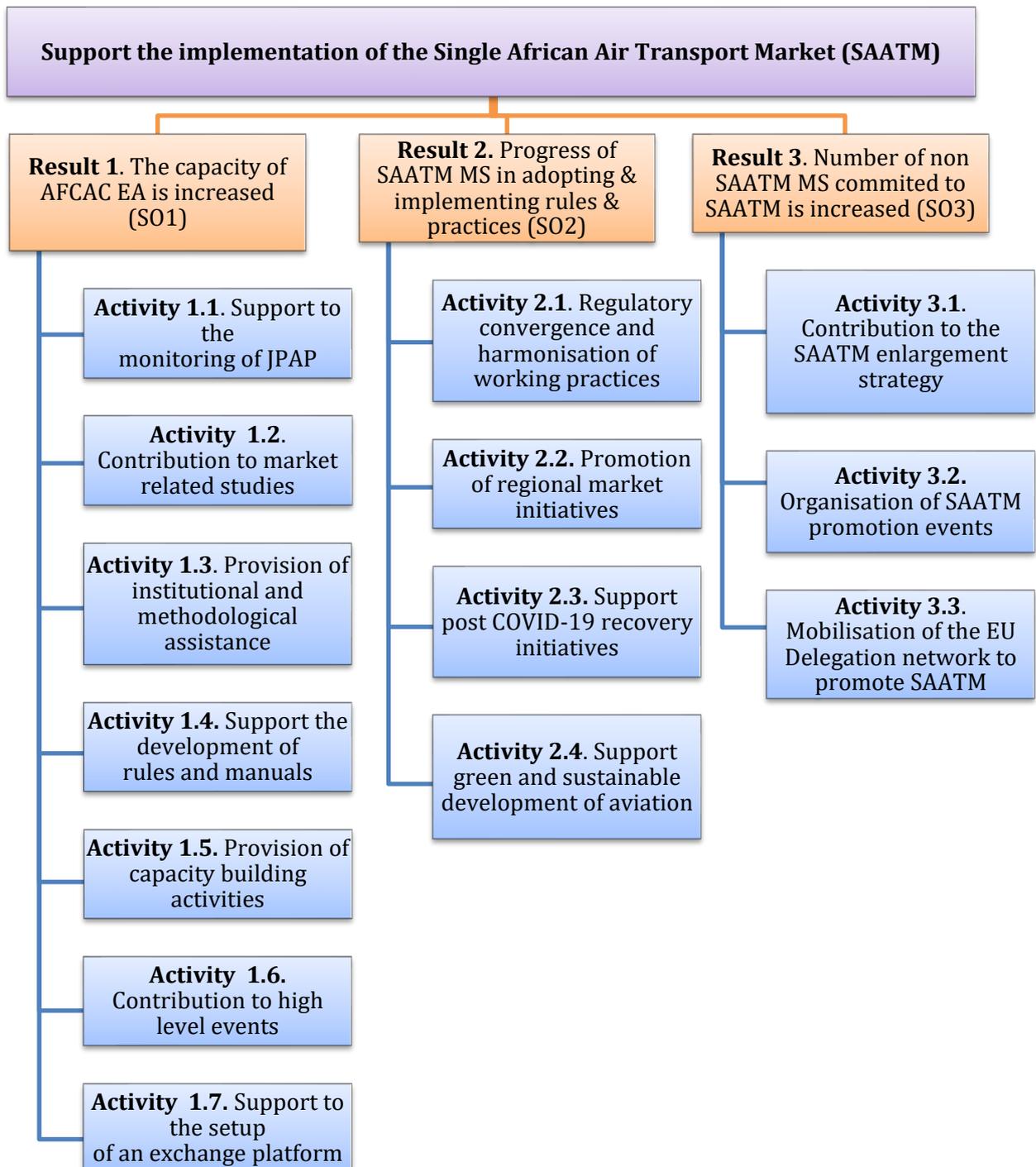
Project name	Operationalisation of the Single African Air Transport Market (SAATM) – Support to the African Civil Aviation Commission (AFCAC)
Overall objective	The overall objective is to support the implementation of the Single African Air Transport Market (SAATM) to strengthen aviation in Africa in view of Africa’s inclusive and sustainable economic and social development.
Specific objective	<ol style="list-style-type: none"> 1. To assist AFCAC in its role of implementing agency for SAATM; 2. To assist those African states that have committed themselves to SAATM in its concrete implementation, and in particular in the removal of obstacles to the effective functioning of a single aviation market; 3. To help convince African states that have not yet committed to SAATM to do so.
Partners	AFCAC, African States (Pan African)
Implemented by	European Union Aviation Safety Agency (EASA)
Implementation period	1 st September 2021– 31 August 2025 – extended 31 August 2026
Budget	5,000,000.00 EUR
Website	<p>https://easa-afcac.com/</p> <p>https://www.easa.europa.eu/en/domains/international-cooperation/technical-cooperation-projects/operationalisation-single-african</p>

In line with the above-mentioned Overall objective, the EU funded project “Operationalisation of the Single African Air Transport Market (SAATM) – Support to the African Civil Aviation Commission (AFCAC) – hereinafter “the project” - expects to achieve the following results:

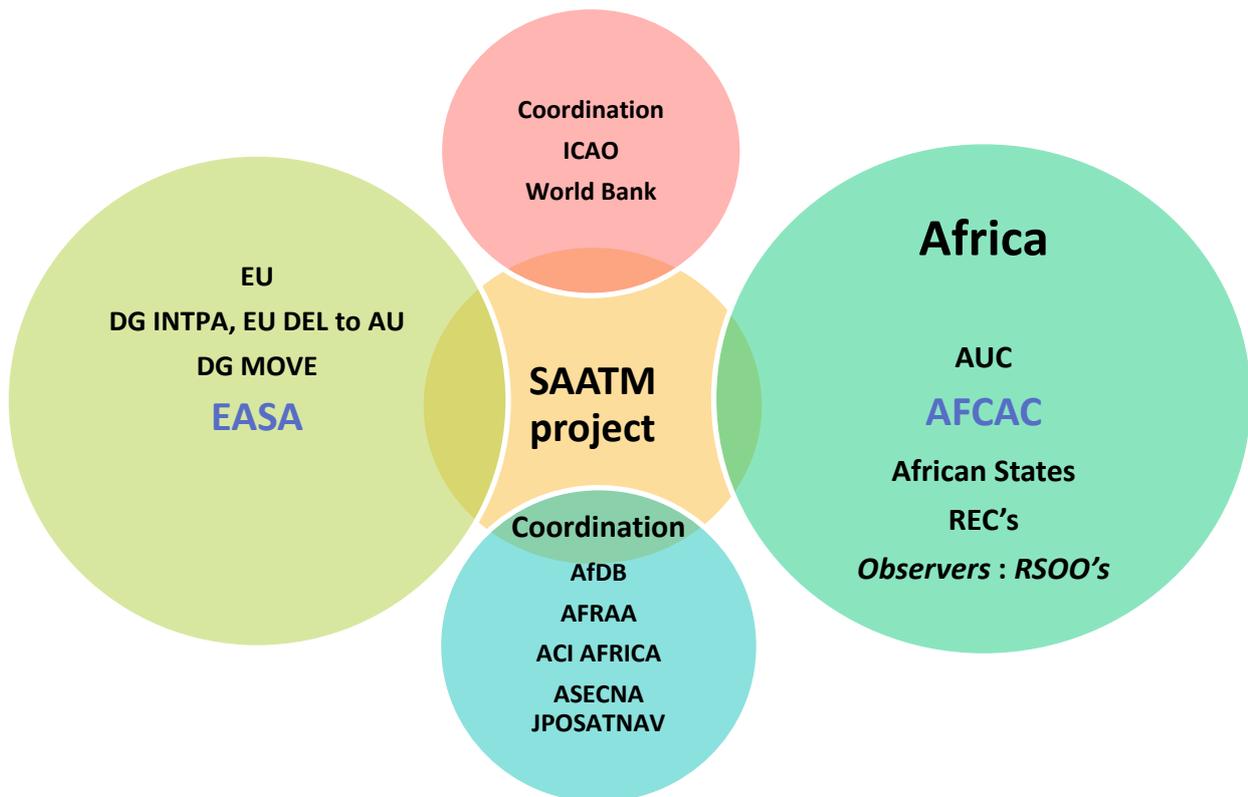
- **Result 1:** The capacity of AFCAC to being an effective implementing agency for SAATM and YD is increased
- **Result 2:** Concrete progress of SAATM Member States in adopting and implementing the necessary rules and practices which underpin a single aviation market is achieved
- **Result 3:** The number of countries which commit themselves to SAATM is increased

1.2 Project Results chain - Diagram

Several types of activities are defined under each Result. Each of the activities set has been assigned a code according to the results chain below:



1.3 Mapping of the project stakeholders



1.4. Background

The Single African Air Transport Market (SAATM) is a flagship initiative of the African Union under Agenda 2063, aiming to promote the liberalisation of air transport services across the continent and to improve connectivity, market access and regulatory convergence. It is grounded in the Yamoussoukro Decision (YD), which provides the legal framework for the deregulation of air services in Africa and sets out the principles underpinning a single aviation market.

The implementation of SAATM takes place within a complex institutional, regulatory and political environment. Progress depends not only on the adoption of legal and regulatory instruments, but also on sustained capacity building, effective coordination among multiple actors, and gradual ownership by States and industry stakeholders. While the YD and its Annexes establish a comprehensive framework, their application remains uneven across regions and requires continuous efforts to address legal, institutional and operational constraints.

In this context, the African Civil Aviation Commission (AFCAC) plays a central and key role as the continental body mandated to coordinate civil aviation matters in Africa and to support the implementation of SAATM on behalf of the African Union. AFCAC is expected to provide technical guidance, facilitate coordination and support Member States in the implementation process. At the same time, AFCAC operates with limited human and financial resources while responding to increasing demands from Member States, Regional Economic Communities (RECs), industry stakeholders and development partners. Strengthening AFCAC's institutional capacity therefore remains an ongoing challenge and a key consideration in the design of external support interventions.

The EU-funded project implemented by the European Union Aviation Safety Agency (EASA) was designed to support AFCAC and African stakeholders through a progressive and integrated approach. Building on the recommendations of the Africa–EU Aviation Task Force and aligned with the African aviation stakeholders' Joint Prioritised Action Plan (JPAP), the project combines institutional support, analytical work, capacity building and stakeholder engagement. This approach reflects the understanding that SAATM implementation is a gradual and long-term process, requiring sustained technical support, coordination and dialogue rather than isolated interventions.

The project is implemented in coordination with other EU-funded and non-EU-funded initiatives active in the African aviation sector, with the objective of limiting duplication and encouraging complementarity. This coordination seeks to contribute to a more coherent support landscape, while acknowledging the diversity of institutional mandates, timelines and priorities across programmes.

Over the course of implementation, project activities have evolved from initial institutional support and awareness-raising towards more implementation-oriented actions, responding to needs identified by AFCAC, Member States and stakeholders. The extension of the project duration until **31 August 2026** provides additional time to continue these efforts, while recognising that progress towards SAATM objectives will remain incremental and dependent on broader institutional, political and operational developments.

2 Coordination with the other projects implemented by the EU or other Institutions in Africa

As requested by the Contribution agreement (“Project Contract”) to avoid duplication and gather further information, close monitoring and coordination has been conducted with the following projects:

2.1.1 EU funded actions implemented by EASA (name & main objective)

- EU - CORSIA, Africa and Caribbean, Main Objective “Mitigate greenhouse gas emissions from the civil aviation sector”¹
- EU-Africa Safety in Aviation, Main Objective: “Reinforcement of RSOO, Safety oversight regulation improved”²
- PASTA-CO, Main Objective: “Capacity building and support to RSOOs/ Training for national and regional inspectors”³
- PAGIRN, Aviation Safety Project (Programme d’Appui à la Gouvernance des Infrastructures Régionales et Nationales en Afrique Centrale), indirect management with the Republic of Tchad.
- ACT-SAF EU-Africa-India (Part II), Main Objective: “Enhance the partnership between the EU and partner States in the area of environmental protection and climate change in general, and Sustainable Aviation Fuels (SAF) in particular.”

2.1.2 EU funded actions not implemented by EASA (name & main objective)

- SATSD, Support to Air Transport Sector Development in the Eastern Africa, Southern Africa and Indian Ocean Region, Main Objective: “Contribute to the development of the air transport sector in the EA-SA-IO region” One of the specific objectives aims at the operationalisation of the SAATM”⁴

2.1.3 Non-EU funded Projects (name & main objective):

- African Development Bank (AfDB), Institutional support to the African Civil Aviation Commission (AFCAC) for the implementation of the Single Air Transport Market (SAATM), Main Objective: “Improve access to air travel for African travellers by supporting AFCAC fulfil its mandate to implement SAATM.”⁵
- World Bank (WB), Investment Project Financing, Implementing Agencies: AUC and African Continental Free trade Secretariat, “Building Institutions And Systems to Harness and Realize Agenda 2063”⁶
- CASSOA, “Strengthening regional aviation through capacity building, harmonised legislation and sustainable development” – Proposed CASSOA-AFCAC-EASA Partnership

¹ <https://www.eu-corsia-af-c.org/>

² <https://www.easa.europa.eu/en/domains/international-cooperation/technical-cooperation-projects/eu-africa-safety-aviation-eu-asa>

³ <https://www.easa.europa.eu/en/domains/international-cooperation/technical-cooperation-projects/pasta-co-afrique-centrale-volet>

⁴ <https://eutradesupport.comesa.int/support-to-air-transport-sector-development-in-the-eastern-africa-southern-africa-and-indian-ocean-region/>

⁵ <https://projectsportal.afdb.org/dataportal/VProject/show/P-Z1-DA0-015>

⁶ <https://documents.worldbank.org/en/publication/documents-reports/documentdetail/099042423102016650/p18011701b4d280b089e80487fd7952ab5>

3 Activities implemented in 2025- table

During the 2025 reporting period, project activities focused on the implementation of the Work Plan approved by the 3rd Project Steering Committee, with the objective of supporting AFCAC and Member States in advancing the operationalisation of the Single African Air Transport Market (SAATM). Activities were implemented across the three project Results, reflecting a balanced approach combining institutional support, regulatory implementation and stakeholder engagement.

The activities carried out in 2025 built on the foundations laid during the previous reporting phase and responded to needs identified through continuous exchanges with AFCAC, African Union institutions, Member States and key stakeholders. While the thematic scope of activities remained broad, particular emphasis was placed on areas where implementation challenges had been identified, including competition, consumer protection, legal harmonisation, data-driven decision-making and Sustainable Aviation Fuels (SAF).

Activities were designed and delivered in line with the Result Chain of the Contribution Agreement, recognising the interdependence between institutional capacity (Result 1), implementation of regulatory frameworks (Result 2) and stakeholder ownership and commitment (Result 3). Although activities are presented under specific Results, several interventions contributed simultaneously to multiple Results, notably by strengthening coordination, reinforcing AFCAC's role and supporting readiness for implementation at both institutional and industry levels.

In addition, the 2025 activities reflect a gradual shift from awareness-raising and analytical work towards more implementation-oriented and delivery-focused interventions. This evolution is consistent with the project's progressive approach and with the objective of supporting concrete and sustainable progress in SAATM implementation, while considering the diversity of institutional capacities and regulatory contexts across African States.

The table below presents an overview of the activities implemented in 2025, organised by project Result.

Chapter 4 will provide a detailed analysis of progress towards the project Results, examining how these activities contributed to the achievement of Results 1, 2 and 3 in line with the Result Chain of the Contribution Agreement.

Implemented Quarter	Project Activities	Stakeholder feedback (if applicable)	Start date	End date	Project Result	Type of Activity
cancelled	SBAS Study results - AUC presentation - activity cancelled					Expert support
cancelled	Aviation and Tourism Conference: EASA/AFCAC/ICAO - participation cancelled					
cancelled	Managing Air Transport Facilitation, AFCAC HQ, Dakar, Sénégal					Workshop, Conference
Q4	YD Day, Overview of the EU liberalisation process	6.5	13/11/2025	13/11/2025	1&3	Workshop, Conference
Q4	YD Monitoring Body meetings		10/12/2025	13/12/2025	1	Meeting
Q4	JPAP meetings		11/12/2025	12/12/2025	1	Workshop, Conference
Q3	Continental workshop validation on study on taxes and charges	n/a	10/09/2025	10/09/2025	2	Workshop, Conference
Q3	Continental workshop on Consumer Protection and Competition	n/a	09/07/2025	11/07/2025	2	Workshop, Conference
Q1	Support to APAD - Buying data access (IATA)	n/a	25/02/2025	25/02/2025	1	Capacity building
Q1	4th SAF Webinar (Financing), online	6.4	13/03/2025	13/03/2025	2	Webinar
Q1	Induction Training Aviation Competition for the African NAA's, AFCAC HQ, Dakar, Sénégal	6.5	05/03/2025	07/03/2025	2	Training
Q1	Legal Workshop Harmonisation of Laws, Kampala, Uganda	7	20/03/2025	21/03/2025	2	Workshop,
Q1	Study on SBAS/CBA – Phase 2		01/03/2025	01/03/2025	1	Study
Q2	Capacity building on aviation data, AFCAC HQ, Dakar, Senegal	6	13/05/2025	16/05/2025	1	Workshop, Conference
Q2	SAF Training for AFRAA/ACI AFRICA/AFCAC, Arusha, Tanzania	7	23/04/2025	25/04/2025	1	Training
Q2	Environmental Committee ACI, Arusha, Tanzania	7	26/04/2025	26/04/2025	1&23	Expert support
Q2	ACI Convention, Panel speaker, Arusha, Tanzania	7	29/04/2025	29/04/2025	1&2&3	Expert support
Q2	AFRAA Convention & Safety Summit - market access panel, Kigali, Rwanda	7	11/05/2025	14/05/2025	3	Expert support
Q2	Second Capacity building for Consumer Protection Focal Persons from Central and North Africa Regions, AFCAC, HQ, Dakar Senegal	5	05/05/2025	08/05/2025	2	Workshop, Conference
Q2	Study on African aviation Competition	n/a	31/05/2025	31/05/2025	1	Study
Q2	Study on African aviation Taxes and Charges	n/a	31/05/2025	31/05/2025	1	Study
Q2	Support to APAD - data analyst providing support to AFCAC	n/a	06/02/2024	31/05/2025	1	On site expert
Q2	Support to DSM - 2 legal experts on site providing support to AFCAC/AUC	n/a	26/07/2023	31/05/2025	1	On site expert
Q2	Support to DSM - DSM's Roadmap for the sustainability and the operationalisation of the YD arbitration system	n/a		31/05/2025	1	On site expert
Q3	5th SAF Webinar (Certification), online	6.5	07/07/2025	07/07/2025	1	Webinar

4 Progress towards achieving objectives

4.1 Result 1: The Capacity of AFCAC to being an effective implementing Agency for the SAATM and the YD is increased.

Result 1 focuses on strengthening AFCAC's capacity to effectively perform its role as the implementing and coordinating body for the Single African Air Transport Market (SAATM). Activities implemented under this Result aimed at reinforcing AFCAC's institutional, analytical and coordination capabilities, to support evidence-based decision-making, facilitate stakeholder coordination and underpin the implementation of SAATM-related processes. Progress under Result 1 provides the institutional foundation necessary for the delivery of implementation-oriented activities under Result 2 and for the broader stakeholder engagement and ownership reflected under Result 3.

4.1.1. Dispute Settlement Mechanism (DSM)

Results

The project made a substantial contribution to analytical and preparatory work related to the Dispute Settlement Mechanism (DSM) under the SAATM framework by supporting the functioning of the DSM Secretariat. In this context, two long-term experts to perform the functions of *Head of DSM Secretariat* and *Senior Officer of the DSM Secretariat*, providing more than **2X 440 working days** of specialised expertise.

Moreover, project activities supported the progressive set-up of the DSM Secretariat, including the development of key governance arrangements, administrative procedures and operational tools required for the future functioning of the mechanism. In particular, the project contributed to the implementation of Annex 3 to the Yamoussoukro Decision by supporting the elaboration of procedural documentation, initial operational guidelines and implementation roadmaps.

The project also supported the early stages of institutional coordination, including interaction with the YD/SAATM Monitoring Body and preparatory work related to the functioning of the DSM Administrative Council. Initial consumer-related cases and sensitisation activities further contributed to testing and refining the institutional set-up of the DSM.

In parallel, targeted capacity-building and awareness-raising activities helped increase understanding of the DSM among key stakeholders, thereby strengthening its visibility and credibility as an emerging mechanism supporting dispute resolution, consumer protection and regulatory confidence under SAATM.

Overall, the project laid the foundations of the DSM, supporting its gradual operationalisation and reinforcing regulatory confidence in African air transport markets.

Recommendation

Building on the progress achieved, continued efforts **are recommended to consolidate and scale up DSM operations**. Priority actions should include strengthening the financial sustainability of the mechanism, accelerating the deployment of digital tools (including the DSM website and case management systems), and expanding awareness-raising activities targeting Member States, airlines and consumers.

Further institutional cooperation with Regional Economic Communities and judicial bodies is also recommended to avoid duplication, enhance legal coherence and reinforce the enforceability and credibility of DSM procedures. These measures will be essential to ensure the long-term effectiveness and sustainability of the DSM as a core pillar of SAATM implementation.

Evolution since 2024

In 2023-2024, activities related to the Dispute Settlement Mechanism (DSM) focused on analytical and preparatory work aimed at clarifying the legal and institutional framework of the mechanism, as well as its role within the broader SAATM governance architecture. The Phase 1 report highlighted key structural features of the DSM and identified legal, procedural and institutional challenges affecting its potential operationalisation.

At that stage, progress primarily consisted in establishing a shared understanding among stakeholders of the DSM's mandate, scope and limitations, as well as documenting comparative practices and possible models. These reflections contributed to situating the DSM within the SAATM framework, without conferring any institutional or operational role to AFCAC beyond its broader coordination and facilitation functions under SAATM.

In 2025, activities under this area built on the analytical foundations established in 2024, with a focus on further consolidating the understanding of procedural requirements, institutional interfaces and potential implementation scenarios for the DSM. This evolution contributed to informing discussions at technical and policy level, while maintaining a clear distinction between the independent nature of the DSM and AFCAC's role as a continental coordinating body. Progress under this activity therefore remained preparatory and analytical in nature, in line with the objectives of Result 1.

Background

The Dispute Settlement Mechanism is a key institutional component of the Single African Air Transport Market, established under Annex 3 of the Yamoussoukro Decision to provide transparent, impartial and non-discriminatory procedures for the resolution of disputes related to air transport liberalisation.

Following approval of the DSM regulatory framework by African Union policy organs, AFCAC—supported by the EU-funded project—was mandated to establish and operationalise the DSM Secretariat. Since its establishment, the Secretariat has been tasked with developing the institutional, procedural and administrative foundations required to enable the effective functioning of the DSM, while supporting broader SAATM objectives related to market confidence, regulatory certainty and consumer protection.

4.1.2. Contribution to the 8th JPAP meetings, 3-6 February 2025, Dakar, Senegal Nairobi

The Project contributed to the Seventh (8th) Meeting of Aviation Industry Stakeholders Joint Prioritized Action Plan (JPAP) on the Operationalization and Implementation of the Single African Air Transport Market

(SAATM). 45 participants representing aviation African stakeholders⁷ actively contributed on site / online to the discussions about the SAATM /YD implementation.

Results

Through its participation and technical contributions, the project supported AFCAC in facilitating structured exchanges among a broad range of stakeholders, including African Union institutions, Regional Economic Communities, industry associations, international organisations and development partners. The meeting provided a platform to review progress under the JPAP, assess persistent implementation challenges and reaffirm collective commitment to accelerating air transport liberalisation in Africa.

The project also contributed to work plan alignment discussions between EASA and AFCAC, enabling a clearer prioritisation of activities for 2025 and the identification of additional implementation-oriented actions. These exchanges helped ensure continuity between previously agreed priorities and emerging needs, while strengthening operational coordination between the project team and AFCAC.

Key Discussion Points and Emerging Priorities

Discussions held during the 8th JPAP Meeting highlighted several cross-cutting recommendations and ideas aimed at accelerating the effective implementation of SAATM and addressing persistent structural challenges.

Participants underlined the importance of strengthening political ownership and prioritisation of aviation at national level, recognising that sustained political commitment remains a key prerequisite for the successful implementation of SAATM. In this context, enhanced high-level advocacy targeting governments and political decision-makers was identified as essential to elevate aviation as a strategic driver of economic development and regional integration.

Several stakeholders emphasised the need to shift towards a more practical and results-oriented approach within the JPAP framework. This includes focusing discussions on concrete implementation bottlenecks, identifying actionable solutions, and strengthening follow-up mechanisms, including the possible establishment of thematic or issue-based working groups reporting back to the JPAP.

The issue of aviation taxes, charges and operational costs was repeatedly raised as a major constraint affecting airline operations, route development and market liberalisation. Participants welcomed recent regional initiatives aimed at reducing aviation taxes and charges and encouraged the replication of such measures by other Regional Economic Communities, in coordination with AFCAC and relevant partners.

Stakeholders also highlighted the importance of enhanced coordination and coherence among institutions involved in SAATM implementation, including AFCAC, the African Union Commission, RECs, industry associations and international partners. Avoiding duplication of efforts and ensuring alignment of work programmes were seen as critical to maximising impact and efficient use of resources.

⁷ African Union Commission (AUC- online); African Airlines Association (AFRAA); ACI AFRICA (for the first time); Boeing Middle East & Africa; ROBERTS FIR; Economic Community of West African States (ECOWAS); East Africa Community – Civil Aviation Safety and Security Oversight Agency (EAC-CASSOA); African Airlines Association (AFRAA); Airlines Association of South Africa (AASA- CEO ICAO WACAF; ICAO ESAF; International Air Transport Association (IATA); Agence Nationale de l'Aviation Civile du Gabon (ANAC Gabon); African Development Bank (AfDB-online); West African Economic and Monetary Union (UEMOA); Air Traffic Navigation Services South Africa (ANTS - SA); SatNav Africa Joint Programme Office (SatNav-JPO); Banjul Accord Group Accident Investigation Agency (BAGAIA); Dispute Settlement Mechanism Secretariat - YD (DSM-YD)

The need to strengthen the link between SAATM and broader continental integration processes, notably the African Continental Free Trade Area (AfCFTA), was also emphasised. Participants recognised that closer alignment between air transport liberalisation and wider economic integration dynamics could significantly enhance the benefits of SAATM for African States.

Finally, participants stressed the importance of continued capacity-building, technical assistance and stakeholder engagement, including support to Member States in regulatory convergence, implementation of competition frameworks, and facilitation of practical measures such as visa liberalisation and improved connectivity.

4.1.3. Contribution to the 9th JPAP meetings, 9-12 December 2025, Nairobi, Kenya

Results

The project actively contributed to the 9th Meeting of the Joint Prioritized Action Plan (JPAP) Stakeholders Platform, held in Nairobi from 9 to 12 December 2025, which marked a key step in strengthening JPAP governance, coordination and strategic orientation for the next implementation cycle.

Through EASA's participation, the project supported AFCAC in presenting the EU contribution to SAATM implementation, highlighting ongoing support under the OPER SAATM project and confirming continued engagement aligned with the revised JPAP strategic pillars and the 2026 Work Programme. In 2025, EASA-supported activities covered key areas including competition, taxes and charges, consumer protection, dispute settlement mechanisms, market access, aviation data and institutional capacity building.

The project also contributed to **coordination and alignment discussions** among continental and regional stakeholders, notably during the ICAO–AFCAC coordination meeting and dedicated side meetings with AFCAC, ICAO Regional Offices and Regional Safety Oversight Organisations (RSOOs). These exchanges helped clarify complementarities between ongoing and upcoming initiatives, including the transition towards the EU-SASA project, while ensuring continuity of support under OPER SAATM until August 2026.

A major outcome of the JPAP meeting was the **endorsement of a revised JPAP strategic framework**, structured around five outcome-oriented pillars (Accessibility, Connectivity, Affordability, Sustainability, Safety and Security), supported by cross-cutting enablers. The meeting also approved an **enhanced five-tier governance and coordination mechanism**, aimed at improving accountability, strategic coherence and monitoring of SAATM implementation. The project's engagement supported AFCAC's central coordinating role within this new architecture and reinforced the alignment of EU technical assistance with continental priorities.

Key Discussion Points and Emerging Priorities

Several stakeholders presented complementary initiatives supporting the implementation of SAATM and the Joint Prioritized Action Plan, highlighting the increasing convergence between policy, infrastructure, safety, and financing dimensions.

The **African Union Commission (AUC)** presented the outcomes of the continental aviation infrastructure gap analysis, identifying significant deficiencies in aerodromes, air navigation services, aircraft equipage, and environmental and security infrastructure. The AUC outlined a pipeline of bankable projects across all AU

regions, supported by a tentative investment plan estimated at approximately USD 40 billion. Priority actions focus on closing ICAO USOAP-related gaps, implementing ICAO ASBUs, expanding passenger and cargo capacity, and advancing CNS/ATM harmonisation toward a seamless African airspace architecture.

The **COMESA Secretariat**, through the EU-funded SATSD project, reported tangible progress in operationalising SAATM in the Eastern, Southern and Indian Ocean region. Achievements include increased SAATM signatories, strengthened regulatory and institutional capacity, targeted support to safety oversight and air navigation efficiency, and extensive capacity-building activities. Remaining challenges relate to data collection, inter-REC coordination, and resource constraints, leading to a request for a time-bound project extension to consolidate results and complete regulatory reforms.

ICAO highlighted its extensive technical and advocacy support across all JPAP pillars, notably in promoting SAATM adoption, harmonising policies on taxes and charges, supporting infrastructure planning, advancing the Single African Sky Architecture, and strengthening safety, security, and environmental protection. Concrete impacts include fuel and CO₂ savings through airspace optimisation, improved USOAP and USAP effective implementation rates in several States and expanded participation in CORSIA and SAF-related initiatives.

The **United Nations Economic Commission for Africa (UNECA)** emphasised its policy, advocacy, and analytical contributions, particularly in advancing the free movement of people and services, strengthening the SAATM regulatory framework, and supporting the Dispute Settlement Mechanism. UNECA underlined the importance of evidence-based policy tools, advocacy missions to non-SAATM States, and closer alignment between SAATM, AfCFTA and broader economic integration objectives.

Finally, the **Global Africa Aircraft Leasing Company (GAAL)** initiative, led by Afreximbank in partnership with Dubai Aerospace Enterprise, was presented as a strategic financing instrument to address Africa's aircraft leasing gap. The initiative aims to facilitate fleet modernisation, reduce operational costs for African airlines, and support intra-African connectivity in line with SAATM objectives, while operating on a commercially sustainable basis and leveraging strong development finance backing.

Background

The 9th JPAP Meeting was convened under the coordination of the African Union Commission and AFCAC, bringing together continental institutions, Regional Economic Communities, Regional Safety Oversight Organisations, industry stakeholders and development partners. The meeting aimed to review progress under the 2025 JPAP, strengthen governance and coordination arrangements, and adopt a revised strategic framework and Joint Prioritized Action Plan for 2026.

The meeting took place alongside the annual ICAO ESAF-WACAF/AFCAC coordination meeting and the CASIP meeting, providing a comprehensive platform for aligning stakeholder activities, avoiding duplication and reinforcing collective support to SAATM as a flagship programme of the African Union's Agenda 2063.

4.1.4. Contribution to the Monitoring Body meetings, 10 to 13 December 2025, Nairobi, Kenya

Result

The project contributed to the organisation of the 16th Meeting of the YD/SAATM Monitoring Body held in Nairobi in December 2025, including the meetings of the DSM Administrative Council organised in parallel.

This contribution supported the smooth conduct of discussions at a critical stage of the SAATM governance and regulatory review process.

The meetings addressed key issues related to:

- the ongoing revision of the Yamoussoukro Decision and its Annexes, including matters related to regulatory coherence and institutional alignment;
- the supervision of the DSM Administrative Council and Secretariat, notably the review of progress achieved since the establishment of the Administrative Council and the validation of the draft Rules of Procedure;
- the operational challenges affecting the Dispute Settlement Mechanism, including funding constraints, institutional capacity, and stakeholder awareness.

The Monitoring Body took note of the progress achieved towards the operationalisation of the DSM, including the consolidation of its institutional framework and the identification of priority actions for 2026. The discussions also highlighted the increasing use of the DSM Secretariat, particularly in relation to consumer protection cases, confirming the growing relevance of the mechanism within the SAATM framework.

Recommendations

The discussions held during the Monitoring Body and DSM Administrative Council meetings highlighted the following priorities:

- ensure sustained institutional and financial support to the Dispute Settlement Mechanism to enable the effective implementation of Annex 3;
- maintain coherence between the revision of the Yamoussoukro Decision and the operational framework of the DSM, in order to avoid regulatory inconsistencies;
- strengthen awareness-raising and communication activities targeting States, airlines and other stakeholders, in particular on the scope and practical use of the DSM;
- reinforce cooperation with Regional Economic Communities and regional judicial and competition bodies, in support of complementarity and exchange of best practices.

These elements are essential to consolidating enforcement mechanisms under SAATM and strengthening confidence among States and industry stakeholders.

Background

The Monitoring Body of the Yamoussoukro Decision is mandated under Article 9 of the YD to oversee and support the implementation of the liberalised African air transport market. It brings together the African Union Commission, UNECA, AFCAC and AFRAA, and supervises the work of the Executing Agency and the Dispute Settlement Mechanism.

The 16th Meeting of the YD/SAATM Monitoring Body, held from 10 to 13 December 2025 in Nairobi, took place in the context of the ongoing review of the Yamoussoukro Decision and its Annexes, as well as efforts to advance the operationalisation of Annex 3 on dispute settlement. The project contribution aimed at facilitating these exchanges by supporting the organisation of the meetings and ensuring continuity in the SAATM governance process.

4.1.5. Aviation Fees and charges

Results

Since the 3rd Project Steering Committee in December 2024, the work on aviation taxes, fees and charges has evolved from an initial diagnostic phase to a more data-driven and structured analysis. This evolution allowed the project to consolidate evidence and provide more operational inputs to support policy discussions under SAATM.

Building on the analytical work initiated in 2024, project activities were significantly deepened through a combination of quantitative analysis and targeted country missions conducted between July 2024 and May 2025. The work was implemented by a team of three experts, mobilising a total of approximately **110 working days**, and supported by access to **two aviation databases (IATA)**.

The use of IATA data enabled quantitative analyses on traffic evolution, fare structures, market benchmarking, and the assessment of the impact of taxes and charges on connectivity and ticket prices. These data-driven insights were complemented by in-country stakeholder consultations carried out in selected Member States, allowing the analysis to capture both macro-level trends and concrete operational realities.

The Final Study on Aviation Charges, Taxes and Fees, completed in June 2025, provided AFCAC with a structured evidence base, including a mapping of aviation-related taxes, an assessment of alignment with ICAO principles, and policy-oriented options for harmonisation. The analysis confirmed that the fragmentation and cumulative burden of aviation-related charges remain a major structural constraint to the effective implementation of SAATM. In particular, high passenger taxes, fuel-related charges, concession fees and VAT continue to negatively affect operating costs, ticket prices and route viability.

To ensure ownership and validate the robustness of the findings, a **Virtual Validation Workshop** was held in September 2025 with the participation of AU Member States, regional organisations and industry stakeholders. The workshop confirmed the relevance of the study's methodology, findings and conclusions, and provided a platform for substantive exchanges on the feasibility, sequencing and political economy of reforms related to aviation taxes, fees and charges. Discussions also highlighted the need to complement technical analysis with targeted advocacy and policy dialogue, particularly towards finance ministries and other non-aviation decision-makers.

Across the countries covered, stakeholders consistently highlighted fuel taxation as a critical issue. Fuel-related taxes and levies were reported in some cases to represent up to **40–55% of operating costs**, incentivising practices such as fuel tankering and cross-border refuelling. The analysis also revealed significant disparities in regulatory and fiscal frameworks, ranging from relatively structured and transparent systems aligned with ICAO principles to rigid, legacy or concession-based models that limit regulatory flexibility and stakeholder consultation.

As reflected in the disclaimer of the validated Final Study, the work carried out does **not constitute a fully comprehensive continental assessment**, but rather an evidence-based analytical exercise focusing on selected countries and datasets. The findings are intended to inform policy discussions and harmonisation

efforts under SAATM, while acknowledging existing data gaps and the need for further consolidation at continental level.

Recommendations

Based on the study outcomes and stakeholder consultations, the following priorities were identified:

- advance the development of a harmonised continental framework on aviation taxes, fees and charges, building on ICAO principles and the policy recommendations of the 2025 study;
- support AFCAC in strengthening its role as a technical reference point for Member States, including through benchmarking tools, guidance material and targeted capacity-building on aviation economics;
- promote clearer separation between cost-related charges and general taxation, and improve transparency on the allocation and use of aviation-related revenues;
- prioritise reforms addressing fuel taxation and passenger charges, given their disproportionate impact on airline economics, connectivity and consumer affordability;
- encourage Member States to review concession-based and rigid contractual charging models, with a view to ensuring adequate regulatory oversight, stakeholder consultation and flexibility to respond to market developments.

These actions are essential to reduce structural cost distortions and support a more competitive and integrated African air transport market under SAATM.

Background

Aviation taxes, fees and charges constitute a core economic pillar of SAATM implementation, directly affecting airline viability, fare levels and market entry conditions. Since 2024, the project has supported AFCAC in strengthening the analytical and evidentiary basis required to address these issues at both continental and national levels.

The work carried out between 2024 and 2025 combined a comprehensive analytical study with targeted country missions designed to capture practical implementation challenges, stakeholder perspectives and national specificities. This approach allowed AFCAC to ground the policy debate on aviation taxation and charges in concrete operational realities, while maintaining a clear focus on harmonisation, transparency and regulatory coherence in line with SAATM objectives.

In this context, particular attention was given to the pricing structure of jet fuel in Africa, which is characterised by the presence of multiple levies and taxes. Fuel represents up to 40% of an airline's operating costs, making it a critical component of the industry's cost structure. Third-party fees and charges contribute significantly to elevated fuel prices, with studies identifying up to fifteen different categories of fees at a single location. This situation is further compounded by the lack of systematic economic oversight of aviation charges and taxes levied by airports, air navigation service providers, civil aviation authorities and governments.

4.1.6. Satellite Based Augmentation System (SBAS)- completed

Results

Building on the analytical work initiated in previous reporting periods, the project continued to support AFCAC and AUC in advancing the continental reflection on the implementation of a Satellite-Based Augmentation System (SBAS) for Africa. In 2025, this support focused on consolidating the analytical and decision-making framework required to inform future institutional and policy choices.

The core result achieved during the reporting period was the **completion of the Continental Cost-Benefit Analysis (CBA) – Phase II**, which builds on the initial assessment presented prior to the 3rd Project Steering Committee. The Phase II study provided a more comprehensive and structured analysis, covering institutional and governance options, technical implementation scenarios, cost structures, risk factors and potential socio-economic benefits associated with the deployment of SBAS at continental level.

The work was carried out by a dedicated team **of two (2) experts (110 working days)** mobilised under the project, combining technical, economic and institutional expertise. Their analysis confirmed that, beyond its primary safety benefits, SBAS has the potential to contribute to improved operational efficiency, enhanced accessibility to regional and secondary airports, and greater resilience of air navigation services, particularly in regions with limited ground-based infrastructure.

The Final Study highlighted that the successful deployment of SBAS in Africa would require a clear continental governance framework, strong institutional coordination and a phased implementation approach aligned with regional capacities. It also underlined the importance of ensuring coherence with existing African aviation and space policy frameworks, as well as with broader objectives related to safety, connectivity and market integration under SAATM.

Evolution since 2024

Since the 3rd Project Steering Committee in December 2024, the project's work on SBAS has evolved from an initial feasibility-oriented assessment to a more mature, decision-support analysis. The completion of the CBA Phase II allowed the project to deepen the evaluation of governance models, implementation options and associated risks, providing AFCAC and its partners with a more robust evidence base to guide future policy discussions and strategic choices.

Recommendations

Based on the outcomes of the CBA Phase II, the following priorities were identified:

- use the results of the Continental CBA Phase II as a common technical reference to support informed policy discussions on SBAS at African Union level;
- further clarify institutional roles and governance arrangements, ensuring effective coordination between aviation and space stakeholders;
- pursue a phased and scalable implementation approach, taking into account regional specificities, capacity constraints and cost-efficiency considerations;
- ensure alignment of SBAS-related initiatives with SAATM objectives, particularly in terms of safety enhancement, operational efficiency and network connectivity.

These elements are essential to ensure that future decisions on SBAS deployment are technically sound, economically justified and institutionally sustainable.

Background

SBAS is recognised as a key enabler for enhancing aviation safety and performance through improved navigation accuracy and service continuity. In the African context, SBAS is also viewed as a strategic tool to support regional integration, increase access to airports with limited infrastructure and strengthen the resilience of air navigation services.

Since the launch of SAATM, the project has supported AFCAC and the AUC in strengthening the analytical basis for considering SBAS as part of the broader African aviation ecosystem. This support has focused on providing evidence-based inputs, facilitating coordination among stakeholders and ensuring coherence between aviation policy objectives and emerging continental initiatives in the space domain.

The work carried out under the project contributes to positioning SBAS not as a standalone technical solution, but as a strategic component of Africa's long-term aviation development, requiring coordinated institutional ownership and sustained political engagement.

4.1.7. African aviation competition study

Result

Building on earlier analytical work and policy discussions on the implementation of the Yamoussoukro Decision and SAATM, the project supported AFCAC in conducting a comprehensive **Study on Aviation Market Competition in Africa**, finalised in May 2025. The study aimed to strengthen the evidence base on competitive dynamics in the African aviation market and to support the effective implementation of competition provisions under SAATM, in particular Annex 5 to the Yamoussoukro Decision.

The activity was implemented by a team of three experts combining legal, economic and market expertise. The study adopted a mixed methodological approach, combining an extensive literature review, quantitative market analysis and targeted stakeholder consultations, using representative samples of AU Member States and available market data. Analytical tools included market structure assessments, concentration indicators (including the Herfindahl-Hirschman Index), route-level analysis and benchmarking against international best practices.

The findings confirmed that competition in African aviation remains uneven and structurally constrained. Despite progress under SAATM, market concentration remains high on many intra-African routes, particularly at secondary and regional airports, where dominant national carriers continue to benefit from protectionist policies and limited market entry. The analysis also highlighted persistent barriers to competition arising from restrictive bilateral air service agreements, uneven implementation of SAATM commitments, and fragmented regulatory and institutional frameworks.

The study further identified the growing impact of non-African carriers on regional and intercontinental markets, often benefiting from structural advantages and state support, which continues to challenge the competitive position of African airlines. While low-cost and hybrid carriers are emerging in certain regions, their expansion remains constrained by high operating costs, limited infrastructure and regulatory rigidities.

The Final Study provided AFCAC with a structured analytical framework and a detailed set of policy-oriented recommendations, including proposals for harmonising competition rules, strengthening monitoring and enforcement mechanisms, and clarifying institutional roles at continental, regional and national levels. A dedicated roadmap was developed to support the gradual operationalisation of competition regulation under SAATM, with a focus on transparency, predictability and fair market access.

As reflected in the disclaimer of the Final Study, the work carried out does **not constitute a fully comprehensive continental assessment**, but rather an evidence-based analytical exercise focusing on selected countries, datasets and market segments. The study is intended to serve as a baseline and reference for further policy development and capacity-building efforts led by AFCAC and its partners.

Evolution since 2024

Since the 3rd Project Steering Committee in December 2024, the project's work on aviation market competition has evolved from an initial scoping and conceptual phase to a structured, data-driven continental analysis. The completion of the Final Competition Study in 2025 significantly strengthened the evidence base available to AFCAC and translated earlier policy discussions into concrete analytical outputs and an operational roadmap.

Recommendations

Based on the study outcomes, the following priorities were identified:

- use the findings of the Competition Study as a technical reference to support the implementation of Annex 5 to the Yamoussoukro Decision;
- strengthen AFCAC's role in coordinating and monitoring competition-related matters, including through the development of analytical tools and structured reporting mechanisms;
- promote greater harmonisation of competition rules and enforcement practices across Member States and Regional Economic Communities;
- address persistent market concentration and entry barriers, particularly on intra-African routes and at secondary airports;
- enhance cooperation with national and regional competition authorities to ensure coherent application of aviation-specific competition rules.

These actions are essential to foster a more balanced, transparent and competitive African aviation market in line with SAATM objectives.

Background

Fair competition is a cornerstone of SAATM and a key condition for achieving sustainable growth, improved connectivity and consumer benefits in African aviation. While the Yamoussoukro Decision and its Annex 5 provide a regulatory framework for competition, their implementation has remained uneven across the continent.

The project has supported AFCAC in strengthening the analytical and policy foundations required to address competition challenges in a liberalising market. By combining legal, economic and market analysis, the Competition Study contributes to a better understanding of structural distortions, regulatory gaps and institutional constraints, and provides a basis for informed policy dialogue and future capacity-building initiatives.

4.1.8. African Program on Aviation Data (APAD)

Result

Building on the foundations laid in previous reporting periods, the project continued to support AFCAC in strengthening the implementation of the African Programme on Aviation Data (APAD) as a core pillar of SAATM monitoring and evidence-based policymaking. In 2025, project activities focused on consolidating AFCAC's analytical capacity, data infrastructure and use of aviation data to support institutional reporting, monitoring and strategic decision-making.

A key result achieved during the reporting period was the completion of the assignment of **an expert on data analysis and statistics (220 working days)**, deployed to support the AFCAC Secretariat on APAD implementation. The expert provided sustained technical support covering data collection, processing, analysis and reporting, contributing to the operationalisation of a structured and sustainable aviation data framework at continental level.

Under this assignment, AFCAC significantly strengthened its capacity to collect, manage and analyse aviation data from African States and external data providers. A structured regional aviation database covering the period 2020–2024 was developed and integrated into AFCAC's internal operations, enabling systematic storage, retrieval and analysis of traffic, connectivity and operational data. Standardised workflows were established to facilitate the submission and processing of ICAO statistical forms, improving data consistency and comparability across States.

Project-funded **access to two aviation databases (IATA)** played a critical role in supporting APAD activities. These datasets were used to complement State-submitted data, allowing AFCAC to conduct traffic trend analysis, connectivity assessments and performance monitoring, and to support technical presentations and evidence-based inputs for high-level meetings and SAATM-related events. The availability of reliable external data significantly enhanced the robustness and credibility of AFCAC's analytical outputs.

The work carried out also supported the preparation of key analytical deliverables, including the draft Air Traffic Report 2020–2024, technical briefs and data-driven presentations used for internal planning, stakeholder engagement and advocacy. Through continuous engagement with regional and international partners and data providers, AFCAC further strengthened its positioning as a continental reference point for aviation data and statistics.

Evolution since December 2024

Since the 3rd Project Steering Committee in December 2024, the project's support to APAD has evolved as a direct continuation and consolidation of ongoing work rather than a new line of activity. The 2025 activities deepened existing efforts by strengthening AFCAC's internal data infrastructure, expanding analytical use of aviation datasets, and embedding data-driven practices more firmly into SAATM monitoring and reporting processes.

Recommendations

Based on the results achieved, the following priorities were identified:

- institutionalise the regional aviation database within AFCAC's core operational structures, including clear governance arrangements and resource allocation;
- further improve the regularity, quality and coverage of data submissions by Member States, including through targeted follow-up and technical support;

- continue leveraging external aviation data sources, including IATA databases, to complement State-provided data and strengthen analytical outputs;
- promote the regular publication of analytical reports and dashboards to support SAATM monitoring, transparency and evidence-based decision-making;
- ensure sustained technical capacity within AFCAC to maintain, update and further develop APAD-related tools and processes.

These actions are essential to consolidate APAD as a central instrument for data-driven governance and effective implementation of SAATM.

Background

Reliable, harmonised and timely aviation data are a prerequisite for effective monitoring and implementation of the Single African Air Transport Market. APAD was established to address long-standing gaps in data availability, quality and consistency across the African aviation sector, and to support AFCAC in its role as Executing Agency of SAATM.

Since 2023, the project has supported AFCAC in strengthening the analytical and institutional foundations of APAD, with a focus on building sustainable data systems, enhancing technical capacity and promoting the use of data for policy, monitoring and advocacy purposes. This support has contributed to a gradual shift towards more evidence-based and transparent governance of African air transport, aligned with SAATM objectives and broader AU priorities.

4.1.9. Support to the YD Celebration / Day – Practical Insights on Air Transport Liberalisation

Results

In November 2025, the project provided targeted support to AFCAC in the framework of the YD Celebration / Day, through the preparation and delivery of a technical presentation on the practical benefits of the EU air transport liberalisation process. This activity followed the same approach as in previous years and aimed at contributing concrete, experience-based inputs to SAATM-related awareness and advocacy efforts.

The presentation focused on practical outcomes of market liberalisation in the EU, drawing on tangible examples rather than institutional or policy narratives. Key elements covered included:

- the impact of liberalisation on **connectivity and route development**, including increased point-to-point services;
- **fare evolution and consumer benefits**, supported by simple comparative data;
- improved **market entry conditions** and competitive dynamics;
- the role of clear and enforceable rules in ensuring predictability for airlines and investors.

The project's contribution delivered a **fact-based and accessible message** to participants, illustrating how regulatory liberalisation, when combined with effective oversight, can translate into measurable economic and connectivity benefits. The intervention also helped frame discussions around SAATM implementation in practical terms, linking policy objectives to operational outcomes relevant for States and industry stakeholders.

Recommendations

Based on the exchanges held during the YD Day, the following elements were identified as useful for future SAATM-related outreach activities:

- continue using **practical case studies** and comparative examples to illustrate the benefits of liberalisation, rather than abstract policy references;
- tailor messages to **non-aviation stakeholders**, including finance and economic planning authorities, using simple indicators such as fares, connectivity and consumer impact;
- ensure consistency between advocacy messages and the actual pace of SAATM implementation, in order to maintain credibility and manage expectations;
- further integrate EU experience as a **reference model**, while clearly acknowledging contextual differences between the EU and African aviation markets.

Background

The Yamoussoukro Decision Celebration / Day is organised annually to promote awareness and understanding of SAATM objectives and progress. Within this context, the project and EASA has regularly brought its support by providing technical inputs and comparative perspectives based on international aviation experience.

While the EU air transport liberalisation process is frequently used as a reference in SAATM-related discussions due to its demonstrated impact on market integration, connectivity and consumer welfare, it is **not presented as a unique or prescriptive model**. EASA and the project facilitated exposure of African aviation stakeholders to **different aviation market integration models**, beyond the EU experience. Comparative perspectives from **ASEAN and New Zealand** were presented to illustrate alternative approaches to market access liberalisation, sequencing of reforms and governance arrangements.

Through workshops and sessions organised in close collaboration with AFCAC, including during the annual YD Celebration, this comparative approach aimed to support informed policy dialogue and peer learning, providing African aviation stakeholders with practical reference points to reflect on SAATM implementation, **without promoting the direct transposition of any single model**.

4.2 Result 2: Concrete progress of the SAATM Member States in adopting and implementing the necessary rules and practices which underpin a single aviation market is achieved

Result 2 focuses on supporting tangible progress at Member State level in the adoption and implementation of the regulatory, institutional and operational elements required to underpin a single African aviation market. Project activities under this result aimed at strengthening national capacities, supporting regulatory alignment and facilitating practical implementation of SAATM-related rules and practices.

4.2.1. Induction Training on Aviation Competition for African NAA's, 5 March 2025-7 March 2025, Dakar, Senegal

Results

Under Result 2, the project supported concrete progress by SAATM Member States through the organisation of an **Induction Training on Aviation Competition**, aimed at strengthening practical understanding and implementation capacity at national and regional level. The training was delivered in Dakar, at AFCAC HQ and targeted officials from civil aviation authorities, competition authorities and relevant public institutions involved in the application of competition rules in the aviation sector.

The training programme focused on **practical regulatory and enforcement aspects**, covering in particular:

- core principles of aviation competition and market access under the Yamoussoukro Decision and SAATM;
- legal and institutional frameworks applicable to aviation competition;
- assessment of anti-competitive practices and market distortions;
- enforcement tools, procedures and implementation challenges;
- interaction between aviation regulators and competition authorities.

Sessions combined technical presentations, case-based discussions and interactive exchanges, allowing participants to relate competition concepts directly to their national and regional contexts. The training also addressed institutional coordination challenges and highlighted the importance of consistent application of competition rules to ensure fair market access and effective liberalisation.

This activity contributed to strengthening the capacity of participating States to operationalise competition-related provisions under SAATM, moving beyond policy discussions towards **practical implementation and enforcement readiness**.

Evolution since 2024

The Induction Training builds on the **Continental Meeting on Aviation Competition** organised in 2024 and on the analytical work carried out under the **Aviation Market Competition Study** completed in 2025. While the 2024 meeting and the subsequent study focused on awareness-raising, policy dialogue and identification of structural competition challenges, the 2025 training marked a shift towards **practical capacity-building**, translating analytical findings and policy discussions into concrete implementation and enforcement skills at Member State level.

Recommendations

Based on the outcomes of the training, the following priorities were identified:

- continue targeted capacity-building activities on aviation competition, focusing on enforcement and practical application of rules at national level;
- strengthen cooperation between civil aviation authorities and national competition authorities to ensure coherent and effective implementation;
- support peer learning and exchange of experiences among Member States, including through follow-up workshops and case-based discussions;
- link future training activities to the progressive operationalisation of Annex 5 to the Yamoussoukro Decision and related SAATM instruments.

These actions are essential to translate competition principles into effective regulatory practice and to support fair and sustainable market liberalisation.

Background

Effective competition regulation is a key pillar of SAATM and a prerequisite for ensuring fair market access, consumer benefits and sustainable sector development. While the Yamoussoukro Decision and its Annexes provide a regulatory framework, their practical implementation requires adequate institutional capacity, legal clarity and enforcement expertise at Member State level.

In this context, the project has progressively supported AFCAC and other major African aviation stakeholders in moving from policy dialogue towards capacity-building initiatives targeting national authorities. The Induction Training on Aviation Competition represents a concrete step in strengthening Member States' ability to apply competition rules in practice, complementing earlier continental-level discussions with hands-on training and operational guidance.

4.2.2. Uniform Aviation Laws in the EAC – Regional Legal Harmonisation Workshop, 20 March 2025, Kampala, Uganda

Results

Under Result 2, the project supported concrete progress in the harmonisation of aviation regulatory frameworks within the **East African Community (EAC)** through the organisation of a **regional legal harmonisation workshop** on uniform aviation laws. The workshop was held in **March 2025** and brought together legal and technical experts from EAC Partner States, regional institutions and international organisations.

Organised jointly with CASSOA, and in cooperation with McGill University, the workshop focused on strengthening a common understanding of **legal, safety and security frameworks** applicable to civil aviation, with a view to supporting regulatory convergence and mutual recognition within the region.

The programme addressed practical aspects of legal harmonisation, including:

- core principles of uniform aviation laws and their role in supporting regional market integration;

- alignment of national legislation with international aviation conventions and ICAO standards;
- legal frameworks underpinning aviation safety oversight and security responsibilities;
- institutional coordination mechanisms at national and regional level.

Through expert-led sessions and interactive exchanges, participants examined concrete challenges faced by EAC Partner States in aligning national legal frameworks, identifying areas where further convergence, clarification or institutional cooperation is required. The workshop provided a practical platform to support ongoing regional efforts towards regulatory consistency, legal certainty and effective implementation of common aviation rules.

This activity forms part of the broader EAC/CASSOA roadmap for the regionalisation of aviation legislation, as set out in the EAC Action Plan and Budget and in the SAATM-related activities coordinated by CASSOA. The workshop directly contributed to the implementation of this roadmap by addressing priority legal harmonisation actions identified at regional level, particularly those related to safety oversight, security responsibilities and alignment of national aviation legislation.

By embedding the workshop within an existing EAC-led framework, the project support helped reinforce ownership by regional institutions and ensured consistency with ongoing regional efforts to expedite the implementation of air transport liberalisation in the EAC.

Evolution since 2024

The workshop builds on earlier regional and continental discussions on regulatory harmonisation under SAATM, moving from general policy dialogue towards **region-specific legal implementation**. While previous activities focused on high-level principles and institutional mandates, the 2025 workshop marked a shift towards **hands-on legal analysis and practical harmonisation**, tailored to the EAC context and directly linked to the application of common safety and security frameworks.

Recommendations

Based on the discussions held during the workshop, the following priorities were identified:

- continue regional capacity-building activities focused on legal harmonisation, targeting both aviation authorities and legal experts;
- support EAC Partner States in reviewing and aligning national aviation legislation with agreed regional and international frameworks;
- strengthen coordination between legal, safety and security authorities to ensure coherent implementation of uniform aviation laws;
- build on existing regional mechanisms to promote mutual recognition and consistent application of aviation regulations.

These actions are essential to reduce legal fragmentation and to support effective and safe implementation of regional aviation integration initiatives under SAATM.

Background

Legal harmonisation is a key prerequisite for regional aviation integration and a necessary complement to market liberalisation efforts under SAATM. In regions such as the EAC, where cross-border operations and regional oversight mechanisms are well established, aligning legal, safety and security frameworks is critical to ensuring regulatory certainty, operational consistency and mutual trust among Partner States.

The project has supported AFCAC and regional partners in advancing regulatory convergence by facilitating expert exchanges, targeted workshops and capacity-building activities. The workshop on uniform aviation laws contributes to these efforts by addressing concrete legal and institutional challenges faced at regional level, and by reinforcing the role of regional organisations such as CASSOA in promoting harmonised aviation governance.

4.2.3. Capacity Building on Aviation Data, 13–16 May 2025, Dakar, Senegal – AFCAC Headquarters

Results

Under Result 2, the project supported concrete progress by SAATM Member States through the organisation of a **capacity-building workshop on aviation data**, held from **13 to 16 May 2025** at **AFCAC Headquarters in Dakar, Senegal**. The activity aimed at strengthening the practical ability of national authorities to collect, manage, analyse and use aviation data in support of SAATM implementation and monitoring.

The workshop brought together representatives from civil aviation authorities and relevant national institutions and focused on **hands-on data-related practices** rather than conceptual discussions. Key topics covered included:

- aviation data collection processes and common data quality challenges;
- use of ICAO statistical forms and reporting requirements;
- data validation, consistency checks and basic analytical techniques;
- practical use of aviation data to support traffic analysis, connectivity monitoring and policy decision-making.

Sessions combined technical presentations, practical examples and interactive exchanges, allowing participants to directly relate the content to their national reporting obligations and institutional contexts. Emphasis was placed on improving the reliability and regularity of data submissions, as well as on strengthening coordination between national data providers and AFCAC.

The workshop also provided participants with practical exposure to how aviation data is used at continental level, including for SAATM monitoring, analytical reporting and evidence-based advocacy. This contributed to improving mutual understanding between AFCAC and Member States on data expectations, constraints and use cases.

Evolution since 2024

The 2025 capacity-building workshop builds directly on the APAD-related activities implemented under Result 1, including the deployment of a dedicated expert supporting AFCAC on aviation data and statistics. While the 2024 activities and the expert assignment focused on strengthening AFCAC's internal data infrastructure, analytical capacity and reporting tools, the 2025 workshop extended these efforts to Member State level, translating continental data frameworks into practical data collection, reporting and analysis practices.

This evolution reflects a deliberate shift from system development to capacity transfer and operationalisation, aimed at improving data quality and ownership at the source and ensuring effective use of APAD tools for SAATM monitoring.

Recommendations

Based on the outcomes of the workshop, the following priorities were identified:

- continue targeted capacity-building activities on aviation data for Member States, with a focus on practical data management and reporting skills;
- strengthen national coordination mechanisms for aviation data collection and submission, involving all relevant institutions;
- improve the timeliness and completeness of ICAO statistical reporting by Member States;
- further integrate national data into continental monitoring tools to support SAATM implementation and performance assessment.

These actions are essential to ensure that data-driven monitoring and decision-making under SAATM are supported by reliable and consistent inputs from Member States.

Background

Reliable aviation data is a critical enabler for effective implementation and monitoring of SAATM. While continental analytical tools and frameworks are necessary, their effectiveness ultimately depends on the quality, consistency and regularity of data provided by Member States.

Since 2022, the project has supported AFCAC in strengthening aviation data governance through APAD, focusing initially on continental-level systems and analytical capacity. The capacity-building workshop held in May 2025 complements these efforts by addressing practical data challenges at national level, contributing to a more robust and sustainable data ecosystem underpinning SAATM.

4.2.4. Second Capacity-Building Workshop for Consumer Protection Focal Persons, Central and North Africa Regions, 5–8 May 2025, Dakar, Senegal – AFCAC Headquarters

Results

Under Result 2, the project supported concrete progress by SAATM Member States through the organisation of a second capacity-building workshop on consumer protection in air transport, held from 5 to 8 May 2025 at AFCAC Headquarters in Dakar, Senegal. The workshop targeted consumer protection focal persons from Central and North Africa regions, with the objective of strengthening practical implementation of passenger protection frameworks at national level.

The training focused on operational and enforcement aspects of consumer protection, building on existing regulatory frameworks and addressing recurring implementation challenges faced by Member States. Key topics covered included:

- core principles of consumer protection in air transport;
- handling of passenger complaints and dispute resolution mechanisms;
- roles and responsibilities of national authorities and focal points;
- interaction between consumer protection rules and broader SAATM implementation;
- practical case studies based on real passenger claims.

The workshop combined technical presentations, interactive discussions and practical exercises. Emphasis was placed on peer exchange among focal persons, allowing participants to share national experiences, identify common challenges and discuss pragmatic solutions applicable in their respective institutional contexts.

This second workshop further contributed to consolidating a network of trained consumer protection focal persons, supporting more consistent application of passenger rights across regions and reinforcing Member States' capacity to address consumer-related issues in a liberalising air transport market.

Evolution since 2024

The 2025 workshop builds on the initial consumer protection capacity-building activities conducted in 2024, which focused on awareness-raising and the establishment of a common understanding of passenger protection principles under SAATM. While the earlier activity laid the groundwork for regional dialogue, the 2025 workshop deepened the approach by focusing on practical implementation, enforcement tools and case handling, tailored specifically to the needs of focal persons from Central and North Africa.

Recommendations

Based on the outcomes of the workshop, the following priorities were identified:

- continue targeted capacity-building activities for consumer protection focal persons, with a focus on practical enforcement and complaint-handling procedures;
- strengthen coordination between national consumer protection authorities, civil aviation authorities and AFCAC;
- promote peer learning and exchange of best practices among regions;
- progressively align national consumer protection practices with SAATM objectives and evolving market conditions.

These actions are essential to ensure effective protection of passengers' rights and to support public confidence in the implementation of SAATM.

Background

Consumer protection is a key component of a fair and sustainable single aviation market, particularly in a context of progressive liberalisation and increased competition. Effective passenger protection frameworks contribute to market confidence, accountability of operators and balanced sector development.

Since the launch of the project in 2022, support to consumer protection has been a continuous strand of project activities, accompanying AFCAC's efforts to strengthen regulatory practices and institutional capacity in this area. This support has included analytical inputs, awareness-raising initiatives and successive capacity-building workshops, progressively moving from conceptual discussions towards more operational and enforcement-oriented approaches at Member State level.

The second capacity-building workshop held in May 2025 fits within this long-term trajectory, reinforcing Member States' ability to implement consumer protection rules in practice and contributing to a more consistent application of passenger rights under SAATM.

4.2.5. Continental Workshop on Consumer Protection and Competition, Addis Ababa, Ethiopia, 9 July - 11 July 2025.

Results

Under Result 2, the project supported concrete progress in the implementation of SAATM-related rules through the organisation of a Continental Workshop on Consumer Protection and Competition, held from 9 to 11 July 2025 in Addis Ababa. The workshop was organised by AFCAC and brought together representatives from African Union institutions, the AfCFTA Secretariat, Regional Economic Communities (RECs), Regional Competition Authorities, national authorities and development partners.

The workshop aimed at consolidating continental dialogue on the harmonisation and implementation of YD Annex 5 (Competition) and Annex 6 (Consumer Protection), building on earlier regional and continental activities. Discussions focused on regulatory fragmentation, institutional mandates, enforcement practices and coordination challenges affecting the effective application of competition and consumer protection rules across Africa.

The activity provided a practical platform to advance the Consumer Protection and Competition workstreams developed under the project, notably by addressing concrete implementation issues such as complaints handling, dispute resolution, enforcement procedures, and cooperation between aviation authorities and non-aviation competition and consumer protection bodies.

As part of the technical programme, EASA delivered a presentation on the European Union's regulatory integration process, highlighting how harmonised legal instruments, coordinated institutional roles and enforcement mechanisms support the functioning of a single aviation market.

The workshop concluded with the identification of concrete follow-up actions, including the establishment of a harmonisation task force, the launch of a legal gap analysis, and the development of harmonised procedures and tools to support the implementation of Annexes 5 and 6 at continental, regional and national levels.

Evolution since 2024

The 2025 Continental Workshop represents a natural continuation of the activities implemented in 2024 and early 2025 under the project. In 2024, AFCAC, with project support, organised a series of regional capacity-building activities and a continental meeting on competition, which focused on awareness-raising, policy dialogue and identification of structural challenges related to competition and consumer protection.

Building on these foundations, the 2025 workshop marked a shift towards consolidation and operationalisation at continental level. While earlier activities highlighted regulatory gaps and institutional fragmentation, the Addis Ababa workshop brought together all key actors to jointly define a coordinated roadmap for harmonisation, avoid duplication of efforts and strengthen ownership of the process.

The activity also reinforced coherence with other 2025 project actions, including consumer protection capacity-building workshops and competition-related training for national authorities, by linking analytical and training outputs to a broader continental harmonisation agenda.

Recommendations

Based on the outcomes of the workshop, the following priorities were identified:

- support AFCAC in leading and coordinating the implementation of the agreed roadmap for the harmonisation of YD Annexes 5 and 6;
- pursue **the legal gap analysis** and the development of harmonised procedures and tools to support consistent application of competition and consumer protection rules;
- strengthen coordination between aviation authorities, competition authorities and consumer protection bodies at national, regional and continental levels;
- continue capacity-building and awareness-raising activities to support practical implementation and enforcement of harmonised rules;
- ensure coherence between competition and consumer protection initiatives under SAATM and broader continental integration processes, including AfCFTA.

These actions are essential to support effective regulatory convergence and to underpin fair competition and consumer confidence in a liberalised African aviation market.

Background

Competition and consumer protection are core pillars of the Single African Air Transport Market and key conditions for achieving a fair, transparent and sustainable aviation market. While the Yamoussoukro Decision and its Annexes provide a regulatory framework, their implementation remains uneven across regions due to differences in legal systems, institutional mandates and enforcement capacities.

Since 2022, the project has supported AFCAC in strengthening dialogue, analytical foundations and capacity-building in these areas, progressively moving from policy discussions towards more practical implementation-oriented activities. The Continental Workshop held in July 2025 fits within this trajectory by providing a platform to consolidate regional experiences, align institutional efforts and advance a coordinated continental approach to the implementation of competition and consumer protection rules under SAATM.

4.2.6. Support to the AFCAC SAF Continental Action Plan and Capacity building AFCAC

Results

Under Result 2, the project delivered concrete technical and capacity-building support to AFCAC in the field of Sustainable Aviation Fuels (SAF), in direct support of the AFCAC SAF Continental Action Plan.

In 2025, this support combined targeted technical expertise, continued knowledge dissemination through the AFCAC–EASA SAF webinar series, and hands-on capacity building for African aviation stakeholders.

Dedicated SAF experts supported AFCAC in advancing analytical work and implementation-oriented activities related to SAF policy development, value chains, certification and financing.

The AFCAC–EASA joint SAF webinar series, launched in 2024, was continued in 2025 with additional thematic sessions addressing **investability of SAF projects, feedstocks and certification**, and engagement of airlines and airports. The webinars provided a practical platform for African States and stakeholders to exchange on concrete implementation challenges and solutions.

A key deliverable in 2025 was the organisation of a three-day in-person **SAF Training for African airlines and airports, held in Arusha, Tanzania, from 23 to 25 April 2025, back-to-back with the 73rd ACI Africa Board, Regional Conference and Exhibition**. The training, **jointly organised by EASA, AFCAC, AFRAA and ACI Africa**, brought together more than 50 participants from over 25 African States. It focused on SAF fundamentals, regulatory and sustainability frameworks, value chains, financing mechanisms and operational considerations, with strong emphasis on practical application and peer exchange.

In addition, the project ensured visibility and outreach of SAF-related work through participation in environmental and sustainability panels during the ACI Africa Convention. These interventions positioned SAF as a concrete delivery stream under SAATM and reinforced links between institutional strategies and industry-level implementation.

Evolution since 2024

In 2024, project activities focused on launching the SAF workstream, developing analytical inputs and initiating capacity-building through the AFCAC–EASA webinar series.

In 2025, activities shifted towards delivery and implementation. The continuation of the webinar series allowed for deeper technical engagement, while the organisation of an in-person SAF training marked a step change towards operational capacity building for airlines and airports. Engagement in major industry fora further extended the reach of SAF activities beyond institutional stakeholders to the aviation industry.

Recommendations

Based on the activities implemented, the following priorities were identified:

- continue technical and advisory support to AFCAC for the implementation of the SAF Continental Action Plan;
- maintain a balanced mix of online and in-person capacity-building activities targeting institutions, airlines and airports;
- further integrate SAF-related activities into continental aviation and industry platforms to support uptake and implementation;
- ensure coherence between SAF delivery under SAATM and broader continental climate and sustainability initiatives

Background

Decarbonisation and environmental sustainability have become integral components of aviation market development, including within the framework of the Single African Air Transport Market. Sustainable Aviation Fuels are widely recognised as a key lever to reduce aviation emissions in the medium and long term, particularly for hard-to-abate sectors.

AFCAC plays a central role in coordinating continental efforts on SAF, including policy development, capacity building and stakeholder engagement. Since 2023, the project has supported AFCAC in strengthening its technical capacity and outreach in this area. The activities implemented in 2025 build on these foundations by reinforcing AFCAC's role as a continental focal point for SAF and by translating strategic objectives into concrete capacity-building and industry-oriented actions.

4.3 Result 3: The number of countries which commit themselves to SAATM is increased

Result 3 focuses on the tangible effects generated by the activities implemented under Results 1 and 2. It reflects the institutional, operational and coordination-related changes enabled through sustained technical assistance, capacity-building and structured stakeholder engagement. Throughout the entire reporting period since 2021, the project expressed its unreserved support for AFCAC's leadership and initiatives related to the implementation of the Single African Air Transport Market (SAATM), while also providing assistance to several PIP roadshows and supporting SAATM- and SAF-related activities developed in cooperation with AFRAA and ACI Africa.

It can be observed that all activities developed and referenced under Results 2 and 3 contributed directly to the achievement of Result 3. These activities are strongly interdependent and cannot be considered in isolation, as they jointly contribute to strengthening AFCAC's role at continental level, improving coordination among stakeholders, and enhancing the readiness of States and industry actors to implement SAATM-related measures. This integrated approach has created the necessary enabling conditions for consolidating achievements and scaling up actions in the next phase of the project.

4.3.1. The 13th Aviation Stakeholders Convention and the 2nd African Aviation Safety and Operations Summit

Results

Under Result 3, the project contributed to strengthening the operational ownership and sector-wide alignment of SAATM objectives through targeted engagement with African airline and safety stakeholders at the 13th Aviation Stakeholders Convention and the 2nd African Aviation Safety and Operations Summit.

Participation in these high-level fora reinforced AFCAC's visibility and credibility as the continental coordinating body for SAATM, while enabling direct interaction with airline executives, safety professionals and operational decision-makers. This engagement supported a more integrated understanding of SAATM, linking market liberalisation objectives with safety performance, operational resilience and sustainability considerations.

By engaging with AFRAA and Flight Safety Foundation platforms, the project helped bridge the gap between institutional policy frameworks and operational realities faced by airlines and safety stakeholders. These interactions contributed to increased awareness, acceptance and readiness among industry actors to engage with SAATM-related measures, thereby reinforcing the enabling conditions required for effective implementation at operational level.

Evolution since 2024

In 2023-2024, engagement with airline and safety stakeholders was primarily activity-based and focused on awareness-raising.

In 2025, this engagement evolved into a more strategic and result-oriented approach, using major continental industry and safety platforms to foster ownership, reinforce alignment between policy objectives and operational priorities, and strengthen coordination among institutions, airlines and safety organisations. This evolution reflects a shift from outreach to measurable contribution to Result 3 outcomes

Recommendations

- continue using continental airline and safety platforms as strategic levers to reinforce ownership and readiness for SAATM implementation;
- further integrate safety and operational perspectives into SAATM-related dialogues and coordination mechanisms;
- leverage partnerships with AFRAA and safety organisations to sustain industry engagement beyond individual events;
- ensure continuity between policy-level coordination and operational stakeholder engagement.

Background

The effective implementation of SAATM depends on the degree to which its objectives are understood, accepted and operationalised by airlines and safety stakeholders. Engagement through AFRAA and safety-focused platforms provides a critical interface between continental policy coordination and operational delivery.

By positioning SAATM within discussions on safety, operations and sustainability, the project reinforced the interdependence between regulatory frameworks and industry readiness. This approach directly supports Result 3 by strengthening coordination, trust and shared ownership across the African aviation ecosystem.

4.3.2. Consolidation of Institutional Coordination and Stakeholder Readiness through Cross-cutting Activities

Results

Under Result 3, cross-cutting activities implemented under Results 1 and 2 jointly contributed to strengthening institutional coordination and enhancing stakeholder readiness for the implementation of SAATM. Although delivered across different thematic areas, these activities generated convergent effects by

reinforcing ownership, alignment and operational preparedness among institutions and industry stakeholders.

Together, capacity-building actions, technical assistance and stakeholder engagement initiatives strengthened AFCAC's coordinating role at continental level and improved coherence among African Union institutions, Regional Economic Communities, industry associations and technical partners. This integrated delivery approach created enabling conditions for consistent and effective implementation of SAATM-related measures.

Evolution since 2024

Since 2022-2024, project delivery evolved from a thematic and activity-based approach towards a more integrated and result-oriented implementation model. In 2025, stronger linkages between policy, capacity building and industry engagement translated into improved coordination and readiness across stakeholders.

Background

The Contribution Agreement recognises the interdependence of project activities across results. By leveraging this interdependence, cross-cutting activities delivered under Results 1 and 2 directly supported the achievement of Result 3 by strengthening coordination, ownership and readiness for SAATM implementation.

5 Future set of activities

The future set of activities builds directly on the achievements and outcomes generated under Results 1, 2 and 3 during the 2024–2025 implementation period. It is designed to consolidate progress achieved so far, address remaining implementation gaps, and further strengthen AFCAC’s capacity to coordinate and support the effective operationalisation of the Single African Air Transport Market (SAATM).

The proposed activities for 2026 reflect a transition from initial capacity building and pilot actions towards consolidation, scaling-up and increased operational focus. They aim to capitalise on strengthened institutional coordination, enhanced stakeholder readiness and increased ownership observed under Result 3, while continuing to support Member States and key stakeholders in the practical implementation of SAATM-related rules and initiatives.

The Work Plan for 2026 should be understood as a living document, which may be further refined and adjusted in response to evolving priorities, emerging needs and guidance from AFCAC, Member States and stakeholders. Its implementation has been made possible **by the extension of the project duration until 31 August 2026**, which provides additional time to consolidate achievements and ensure the sustainability of results.

Nevertheless, the proposed Work Plan for 2026 is ambitious in scope, both in terms of volume and timeline. It currently comprises approximately **30 activities to be implemented over a period of six to seven months**, following the extension of the project duration until 31 August 2026. This level of ambition reflects the need to consolidate progress achieved to date and to respond to sustained demand from AFCAC, Member States and stakeholders.

At the same time, the implementation of the Work Plan remains subject to several external factors, including the availability and engagement of key stakeholders, institutional coordination dynamics, and the timely mobilisation of resources. As such, while the Work Plan provides a structured and realistic planning framework, its implementation may require prioritisation, sequencing or adjustment in response to evolving circumstances. In this context, the Work Plan should be understood as a flexible and adaptive planning tool, to be implemented to the extent possible within the remaining project duration and in line with guidance provided by the Project Steering Committee.

In this context, the Project Steering Committee is invited to review the proposed future set of activities, provide strategic guidance and endorse the overall orientation of the 2026 Work Plan, to ensure continued alignment with SAATM priorities and the Result Chain of the Contribution Agreement.

Table proposed activities 2026

Below: the proposed set of activities for 2026, structured in line with the project Results and reflecting the consolidation and scaling-up of actions following the 2024–2025 implementation period.

Date (indicative)	Name	Type/ location	Project Result	Project intervention / support
Jan-26				
15.01.2026	Data analyst - expert	on site / online	1& 2	expertise
20-22.01.2026	Continental Workshop for Air Transport Consumer Protection	Addis Ababa, Ethiopia	2	expertise / financial/ logistic support
29.01.2026	4thPSC	online		
31.01.2026	Competition & Taxes and charges - economics expert	onsite / online	1 & 2	consultancy / expertise
31.01.2026	Regulatory Competition- legal expert	onsite / online	1&2	consultancy / expertise
31.01.2026	SAF/ENV expert	on site / online	1&2	consultancy / expertise
Feb-26				
13-15.02.2026	AU Summit February 2026 Presidential SAATM Side Event	Addis Ababa, Ethiopia	1&3	financial
00.02.2026	Validation Workshop-Competition Study	online	1.5	expertise
23-25.02.2026	Legal /Economic Workshop on Taxes and Charges	Pretoria, SA	2	expertise / financial/ logistic support
Mar-26				
00. 03.2026	6th SAF Webinar: LCA	online	2	expertise
23.03- 27.03.2026	Capacity Building Workshop on Drafting, Revising and Implementing Competition Regulations in Air Transport Services in Africa	onsite	2	expertise/ financial /logistic
28.03.2026- 3.04.2026	ACI AFRICA Convention	Luanda, Angola	1&3	expertise
Apr-26				
6.04-7.04.2026	7th SAF Webinar (HEFA, AtJ, FT, PtL Technologies)	online	2	expertise
15.04.2026	DSM Workshop - RECs, Competition Authorities& Courts: Jurisdiction & Enforcement for transport disputes	Saly, Senegal	1	financial/logistic
May-26				
4-7.05 2026	Capacity building workshop: African ECOREG Template	Praia, Cape Verde	2	expertise / financial/ logistic support
17-20.05.2026	AFRAA Convention & 3rdAfrican Safety Summit	Jonnasbur g, SA	1&3	expertise

00.05.2026	Air Transport Convention & Expo: One African Sky - Connectivity & Sustainable Air Transport Development SAATM High Level Advocay	Lome, Togo	1&3	TBD
18-22.05.2026	2nd SAF Continental Workshop	Dakar, Senegal	2	expertise / financial/ logistic support
12-14.05.2026	Enhancing Airport Facilitation and Border Security Through API/PNR Systems	Accra, Ghana	TBC	expertise / financial/ logistic support
Jun-26				
00.06.2026	Technical assistance & training support to States: develop and implement accessibility initiatives. Prepares States & stakeholders in meeting the expectations and aspirations of travellers		TBC	TBD
00.06.2026 (5 days)	DSM- Awareness & capacity building, North & Central Africa on: YD Annex 3 and its relationship with Annex 5 & 6.	Dakar, Senegal	1	financial/logistic
00.06.2026	Managing Air Transport Facilitation	Dakar, Senegal	1	TBD
Jul-26				
00.01. 2026	Development of a Framework for Harmonisation of Aviation Taxes and Charges	online	1&3	expertise
00.01.2026	Development of an Advocacy Strategy & Framework. Taxes& Charges	online	1&3	expertise
00.01.2026	Development of an Economic Advocacy Paper. Taxes & Charges	online	1&3	expertise
27-31 .07.2026	Continental Workshop – Stock take on the SAF implementation roadmap	Nairobi, Kenya	2	expertise / financial/ logistic support
22 - 24.07.2026	AWAYA Mentorship & Database Implementation Workshop	Saly, Senegal	3	expertise / financial/ logistic support
Aug-26				
13-14.08.2026	Publish the 1st "AFCAC State of Aviation Environment in Africa Report" consolidating data on SAF Implementation progress, CORSIA implementation, SAP status, and Annex 16 domestication.	online	1&2	expertise
00.08. 2026	Capacity building programme - Governance in a liberalised market (EAC/CASSOA)	on site	2.2.	expertise / financial/ logistic support
00.08.2026	5th PSC	TBC		expertise / financial/ logistic support

ACI	Airports Council International
AfDB	African Development Bank
AFCAC	African Civil Aviation Commission
AFCAC EA	African Civil Aviation Commission Executing Agency (for SAATM)
AfCFTA	African Continental Free Trade Area
AFRAA	African Airlines Association
APAD	African Program on Aviation Data
ASECNA	Agence pour la sécurité de la navigation aérienne en Afrique et à Madagascar
AU	African Union
AUC	African Union Commission
AUDA-NEPAD	African Union Development Agency
BAG	Banjul Accord Group
CAA	Civil Aviation Authorities
CASSOA	Civil Aviation Safety and Security Oversight Agency
CBA	Cost Benefit Analysis (SBAS)
COMESA	The Common Market for Eastern and Southern Africa
CORSIA	Carbon Offsetting and Reduction Scheme for International Aviation
DG	Director General
DG INTPA	Directorate General International Partnership, EC
DG MOVE	Directorate General Mobility and Transport, EC
DSM	Dispute Settlement Mechanism under the Yamoussoukro Decision
EASA	European Union Aviation Safety Agency
EC	European Commission
ECAC	European Civil Aviation Conference
ECOWAS	Economic Community of West African States
EU	European Union
EU-ASA	EU-Africa Safety in Aviation
EU DEL AU	Delegation of the European Union to the African Union
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
ICAO ESAF	ICAO Eastern and Southern African Office
ICAO WACAF	ICAO Western and Central African Office
JPAP	Joint Prioritized Action Plan for the YD and SAATM
MS	Member States
PIP SAATM	Single African Air Transport Market Pilot Implementation Project
PSC	Project Steering Committee
RECs	Regional Economic Communities (African)
RfS	Request for Service (EASA)
RSOO	Regional Safety Oversight Organisation (African)
SADC	Southern Africa Development Community
SAF	Sustainable Aviation Fuel
SAATM	Single African Air Transport Market
SATNAV JPO	SatNav Africa Joint Programme Office
SBAS	Satellite Based Augmentation System
WB	World Bank
YD	Yamoussoukro Decision