



USAFRICA AIR TRANSPORTATION SUMMIT



RECOMMENDATIONS

While a more thorough review and analysis will be completed, the following is a preliminary summary of those barriers that the experts from the summit consider to be fundamental obstacles to air service development between the U.S. and Africa.

- (1) Safety and Security (Category II status) issues persist including:
 - a. Lack of oversight by African governments;
 - b. Misunderstanding of safety and security requirements by African government officials.

Possible solutions:

- a) Mentoring programs for African organizations with their U.S. counterparts (e.g. airport-to-airport);
 - b) Formation of regional safety organizations, such as RASOS in the Caribbean and the one that is developing in East Africa. Such regional organizations should not be “window dressing,” but be free from government and political interference and be provided with adequate budgets to work effectively;
 - c) Invite African Ministers of Transportation to the ICAO meetings of Africa’s Directors General for civil aviation.
- (2) There is a negative perception of the African market among U.S. Carriers and American passengers.

More specifically:

- a) Airlines perceive that investment in Africa is high risk because of instability and corruption:
- b) U.S. airlines perceive that the African market is characterized by little passenger and cargo traffic:



RECOMMENDATIONS



(Continued)

- c) Most Americans tend to have a negative perception of Africa, focusing on diseases and civil wars.

Possible solution could be:

- a) Marketing a positive image of Africa to U.S. carriers and to the American people.

- (3) There is a lack of access to African markets by African airlines.

Possible solutions:

- a) African airlines need to strengthen continental-African route systems if they are to secure and successfully develop Africa-U.S. routes.
- b) In collaboration with the African Union, African countries need to legalize and apply the Yamoussoukro agreements in each of the interested states.

- (4) It is difficult to finance airport infrastructures, particularly those related to safety and security, such as surveillance and aircraft landing instruments.
- (5) There are many hindrances to travel between the U.S. and Africa, which include inefficient and difficult processes to secure visas for U.S. and African passengers.
- (6) The direct air transportation market is also limited by the U.S. “*Fly America*” program. The program prohibits U.S. government officials from traveling on foreign airlines.