

**Media statement**  
**Official launch of the CAASA Aviation Activity Index (CAAI)**

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**Introduction**

The Commercial Aviation Association of Southern Africa (CAASA) is proud to announce the official launch of a composite index of aviation activity.

The rationale behind the decision to design the Caasa Aviation Activity Index (CAAI) was, firstly, the recognition of the indispensable role that commercial aviation plays in facilitating the rapid transport of decision-makers in all spheres of society.

Secondly, CAASA has identified a need to contribute to the knowledge base of conditions in the aviation industry by forging a number of key indicators into a composite index, weighted in terms of their perceived contribution to the general trend in commercial aviation.

A total of 25 different indicators were selected for inclusion in the CAAI, classified in terms of the following seven groups:

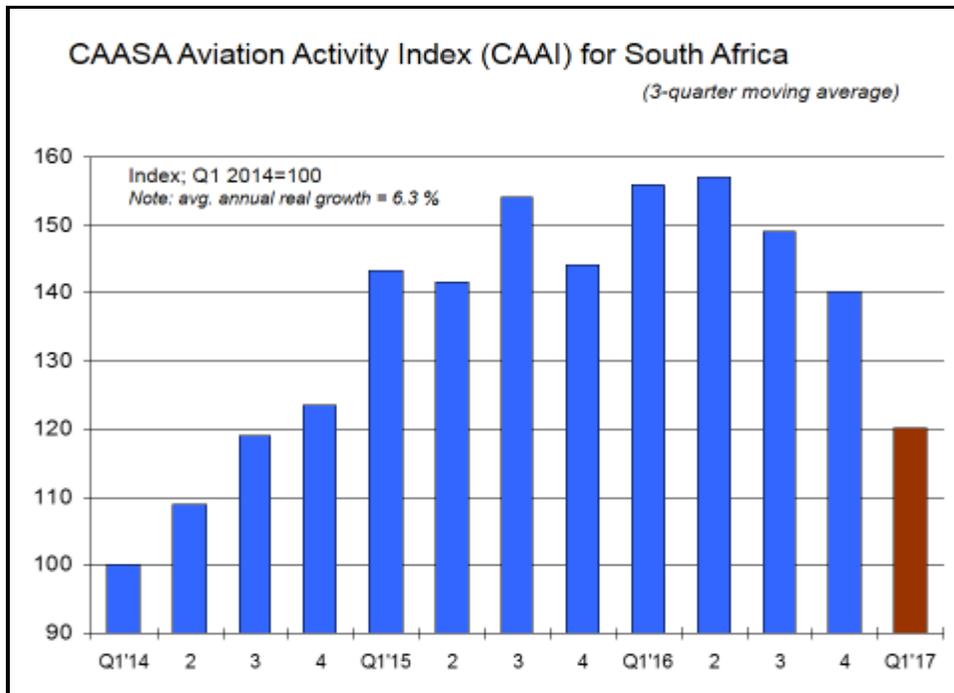
- Value of imports of helicopters
- Value of imports of aeroplanes (of a mass less than 15t)
- Physical quantity of imported aircraft
- Value of imports of aircraft spares
- Value of exports of aircraft
- Air traffic movements at six ACSA airports
- Air traffic movements at seven key non-ACSA airports

In combination, the CAAI provides an objective & balanced gauge of economic activity in the commercial aviation industry.

Due to the short-term volatility inherent in purchasing and selling aircraft, where units are small, but the currency values are very high, the CAAI is based on a standard statistical practice of a 3-month moving average.

**Summary of key trends depicted by the CAAI:**

1. Despite disappointing results for the first quarter of 2017, the overall index shows that commercial aviation activity in South Africa is alive and well and outperforming most other sectors of the economy by a considerable margin. The CAAI increased by 20.2% between the first quarter of 2014 and the first quarter of 2017. In comparison, the country's GDP (weighted according to the quantity/nominal value ratio of the CAAI) only increased by 9% over this period.



2. Since 2014 (the base period for the Index), the ratio of imports of aircraft spares to the imports of aircraft has remained high, averaging 1.48
3. The main drivers behind the positive trend of the CAAI since 2014 has been the value of exports of aircraft and the value of imports of airplanes weighing between 2t and
4. The values of imports of helicopters of a mass of less than 2t has also increased significantly over the past three years
5. Since 2014, growth in air traffic movements at airports managed by ACSA has been muted, but nevertheless positive. The group index for this indicator increased by a modest 4% over this period.
6. In contrast, growth in air traffic movements at key non-ACSA airports has been more robust, namely 15.7% (since 2014)

More detail on the CAAI and the trends of the key sub-indices are contained in the attached slides.

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