



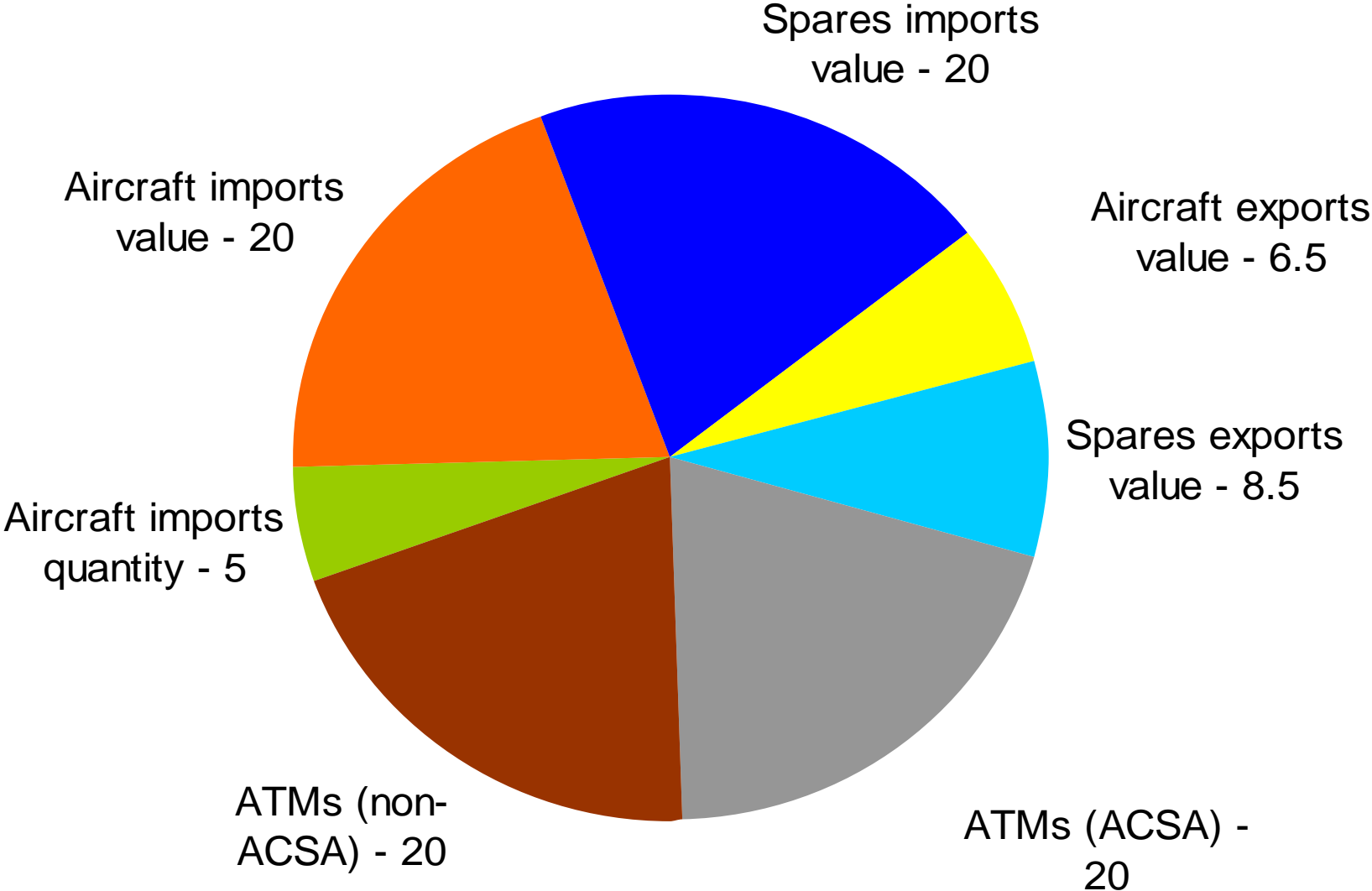
The CAASA
Aviation Activity Index (CAAI)
2nd quarter 2019

Dr Roelof Botha

Methodology employed for the design of the CAASA Aviation Activity Index (CAAI)

- The CAAI is based on composite indexation technique, whereby a group of indicators representing different units is forged into a single value
- Changes over time in the different indicators are measured and then also expressed as changes to the weighted index
- A total of 28 different indicators comprise the CAAI, emanating from the following eight groups:
 - (i) Value of imports of non-powered aircraft
 - (ii) Value of imports of aeroplanes (of a mass less than 15t)
 - (iii) Quantity of imported powered aircraft
 - (iv) Value of imports of aircraft spares
 - (v) Value of exports of aircraft (of a mass less than 15t)
 - (vi) Value of exports of aircraft spares
 - (vii) Air traffic movements at ACSA airports
 - (viii) Air traffic movements at key non-ACSA airports
- Combined in an appropriately weighted index, these indicators provide an objective & balanced measure of economic activity in various spheres of the commercial aviation industry

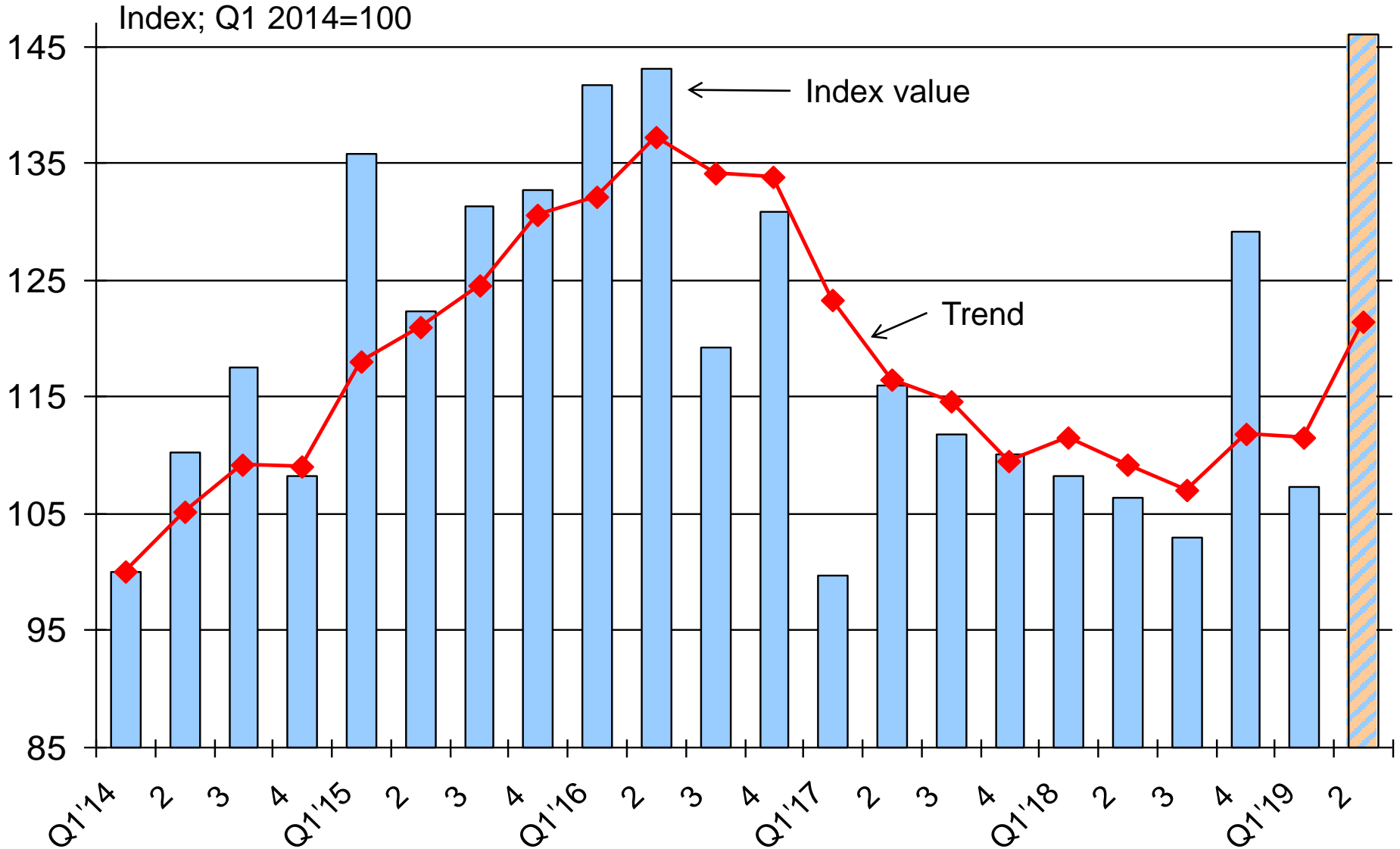
Composition of the groups of indicators included in the CAAI (%)



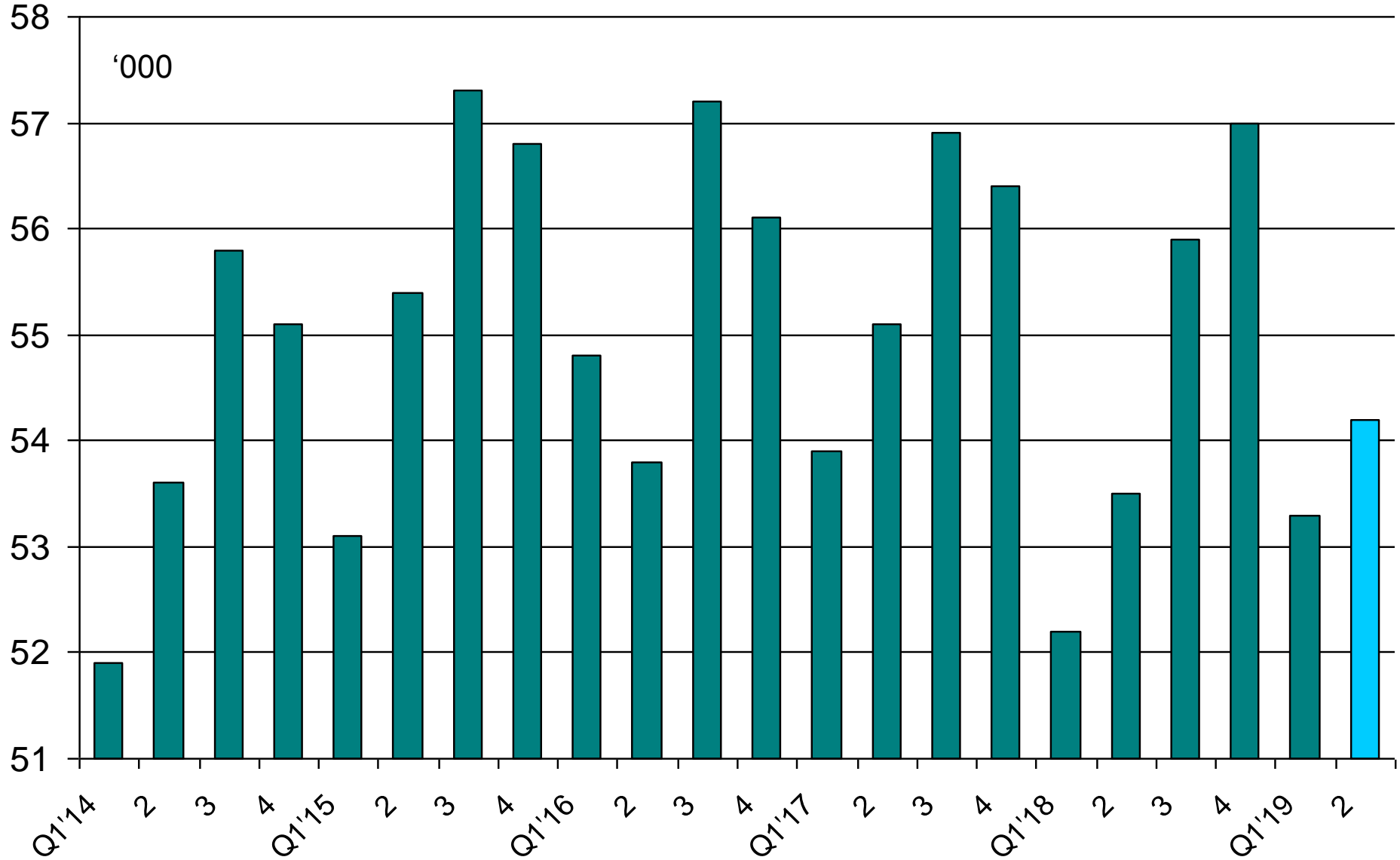
CAASA Aviation Activity Index (CAAI) for South Africa

2nd quarter 2019

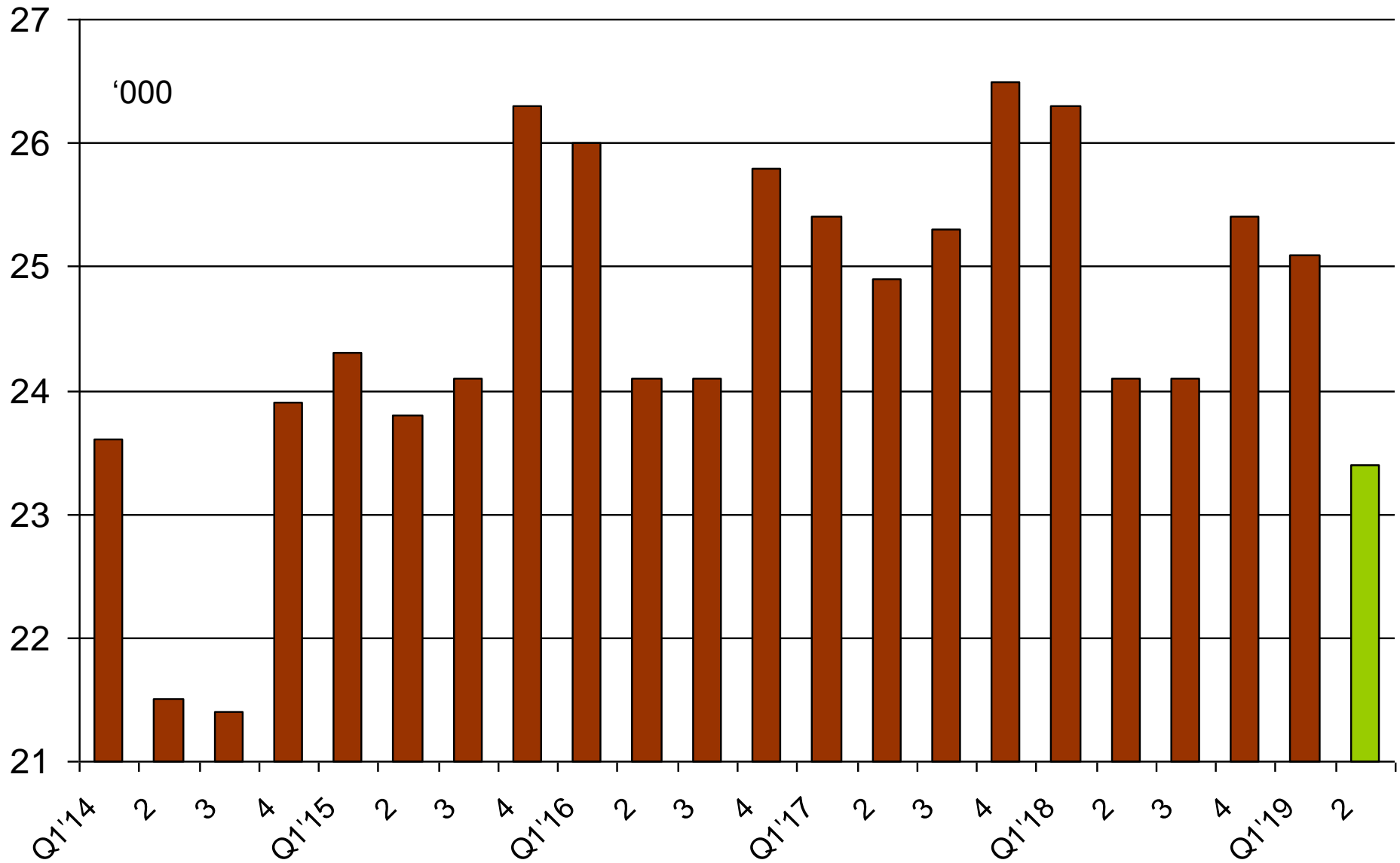
(Trend = 4-quarter moving average)



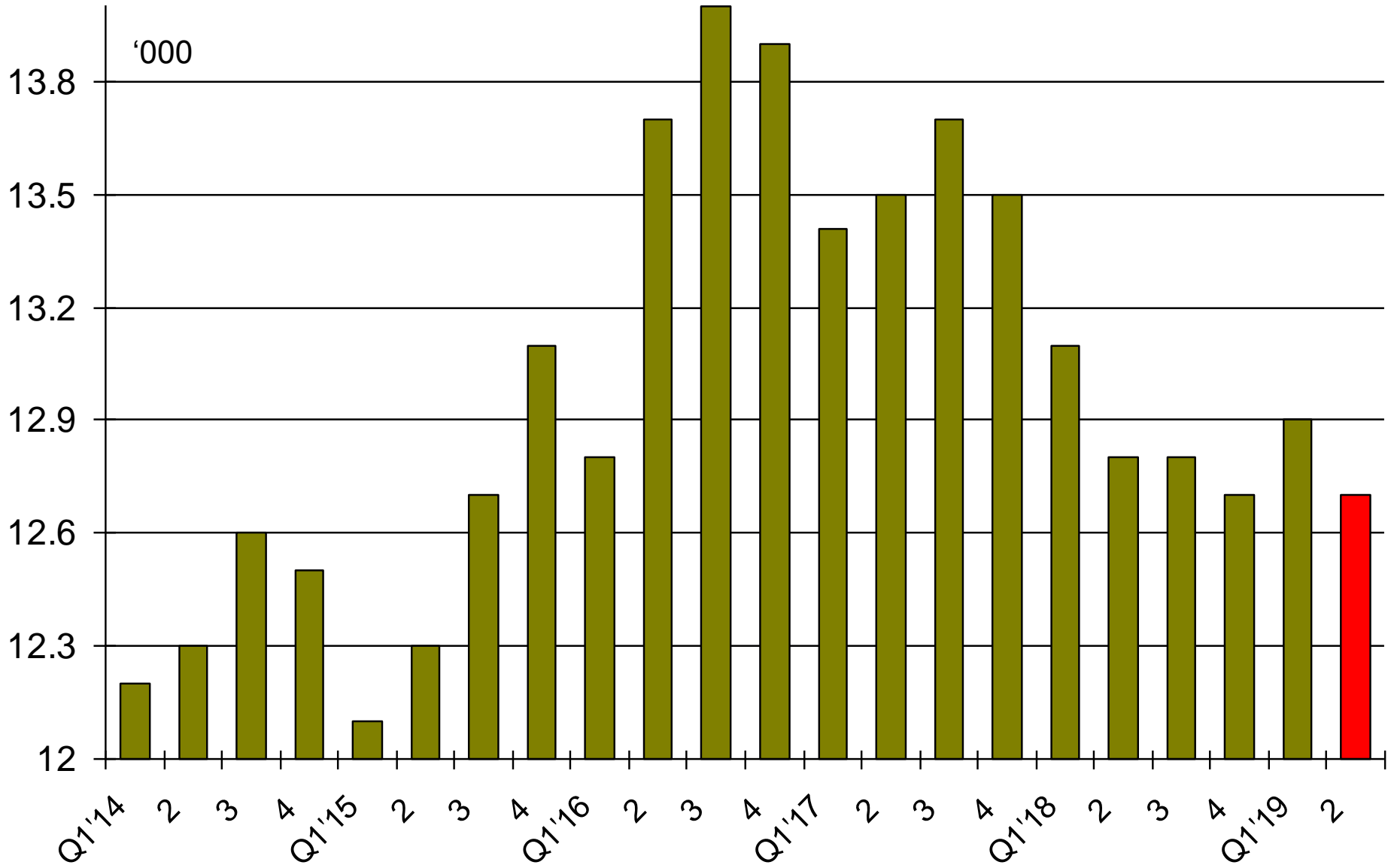
ATMs at OR Tambo



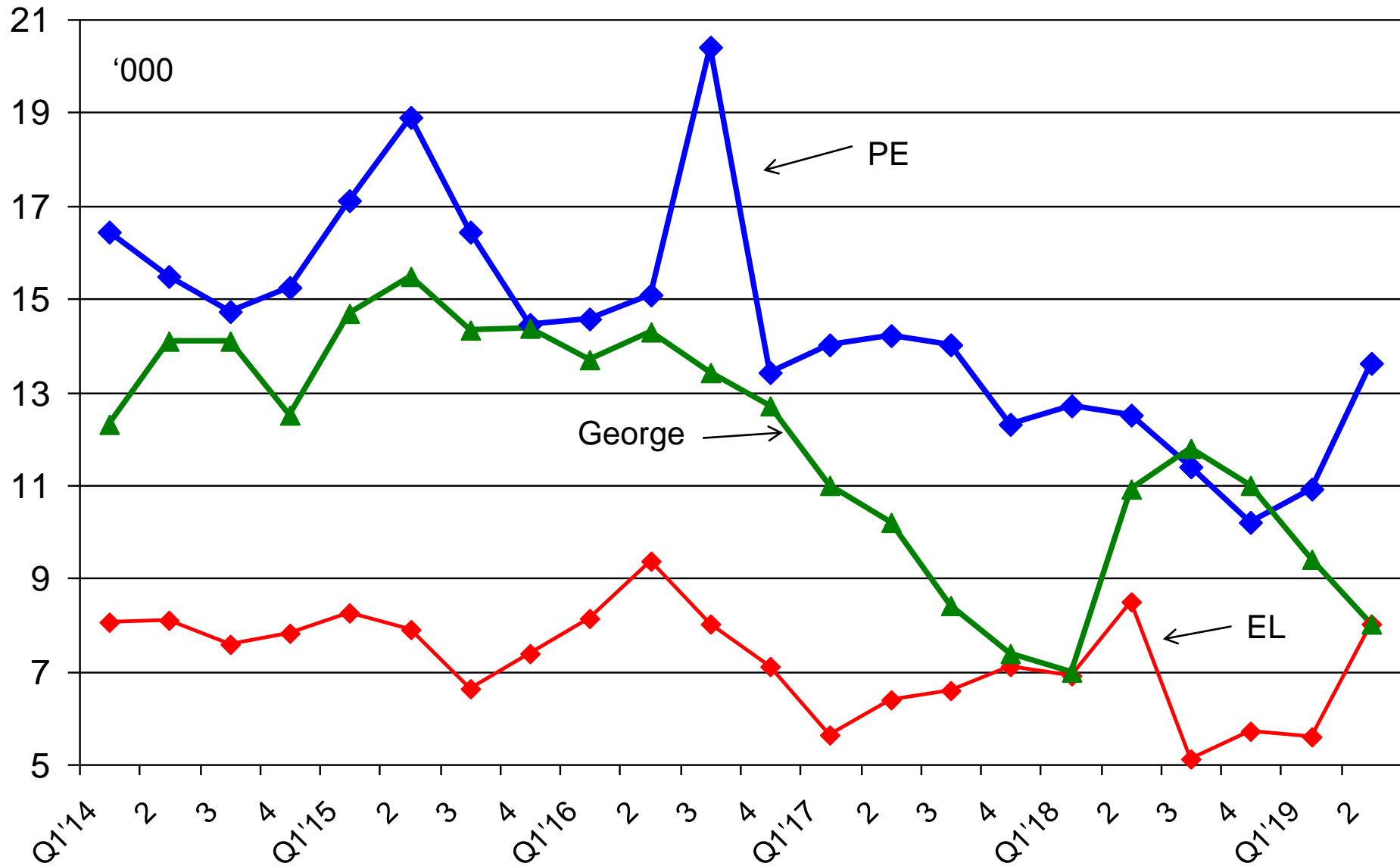
ATMs at Cape Town International Airport



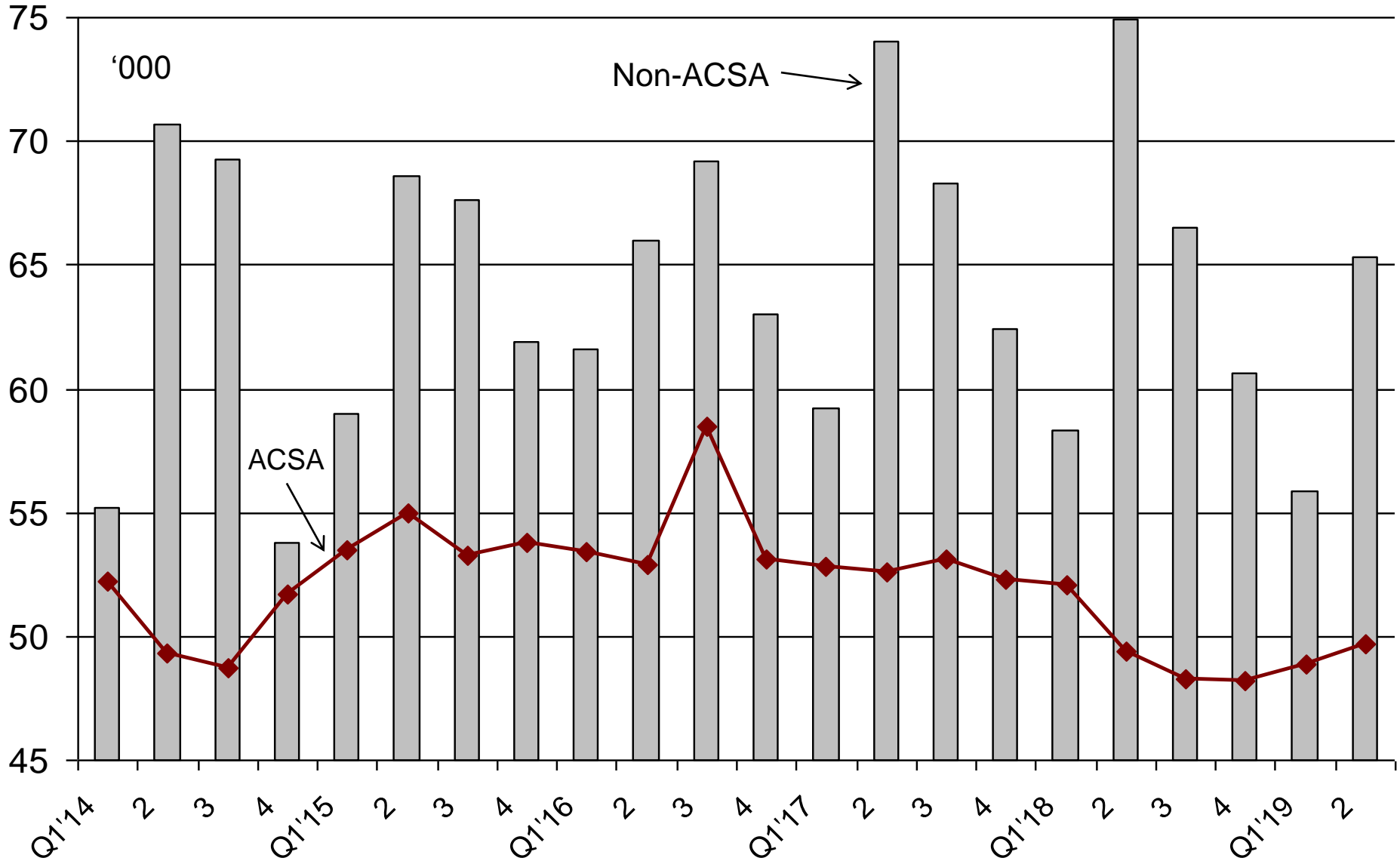
ATMs at Durban airport



ATMs at Port Elizabeth, East London & George

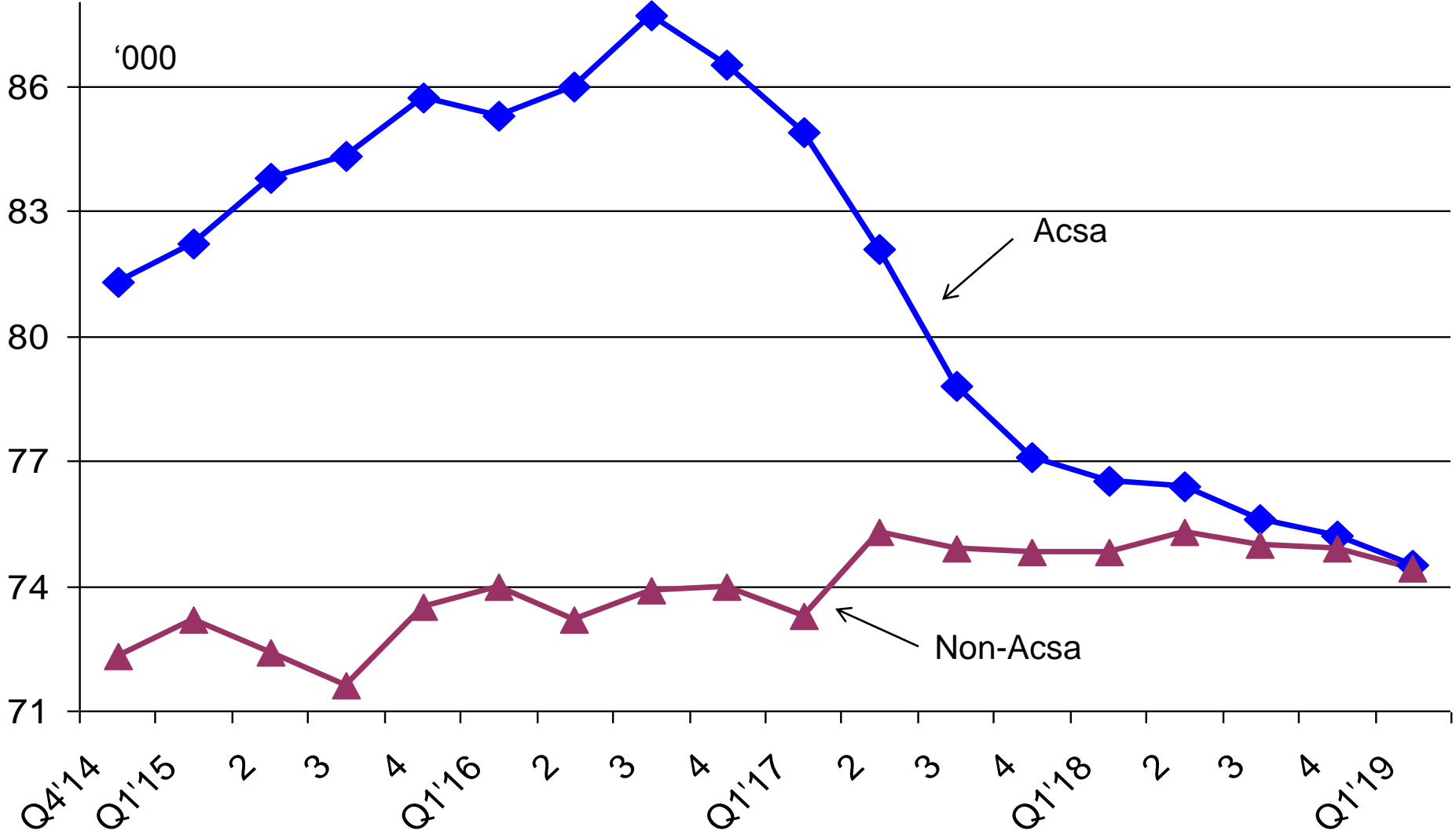


ATMs at selected airports: Cape Town, Durban & PE (ACSA) vs. Rand, Lanseria & Grand Central (Non-ACSA)



Convergence of total ATMs – ACSA airports (5) & non-ACSA airports (6)

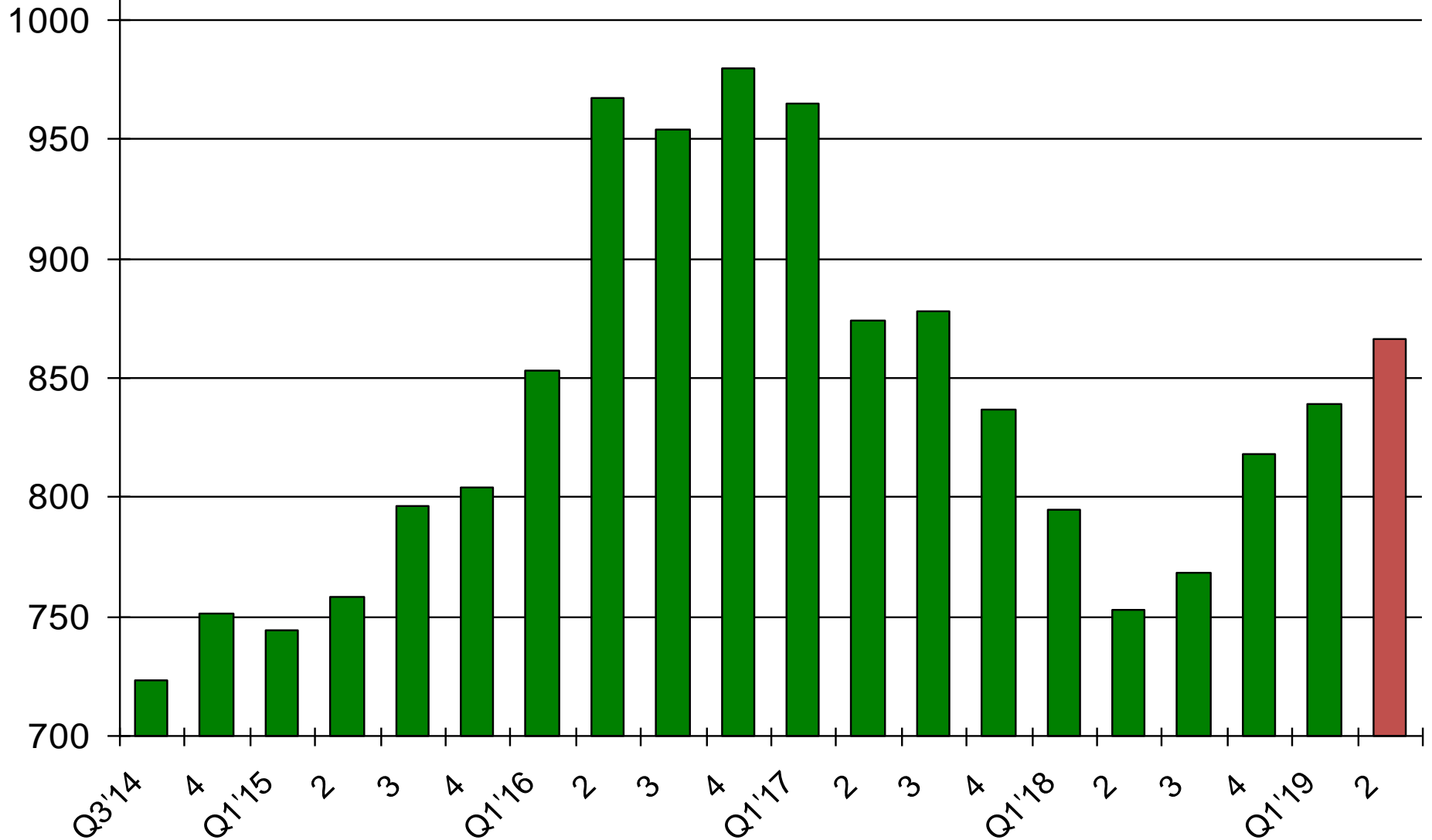
(Note: Excluding OR Tambo)



Import value of aircraft spares

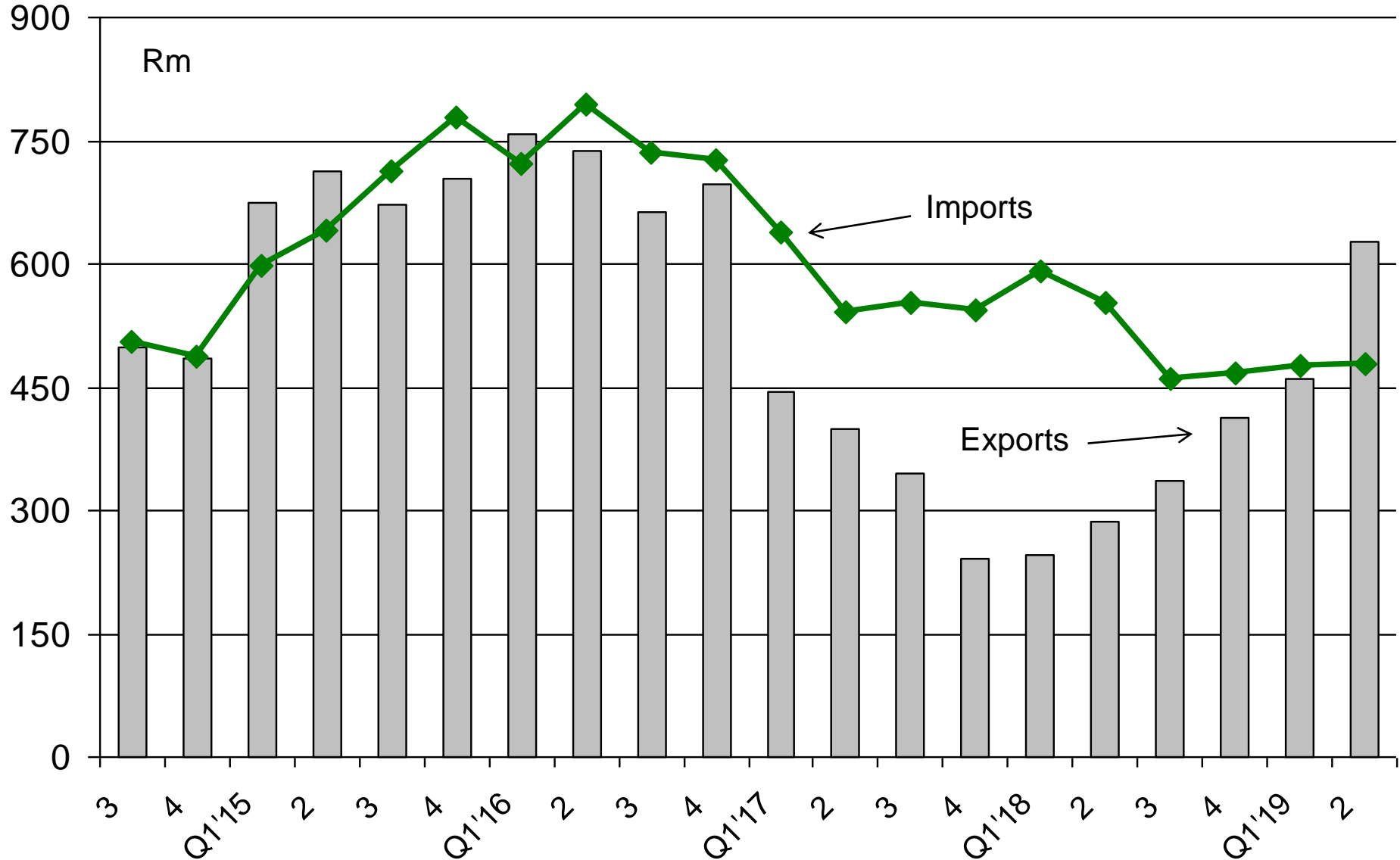
(Note: 4-quarter moving avg; Source: SARS)

Rm



Import & export value of aircraft with a mass of less than 15t

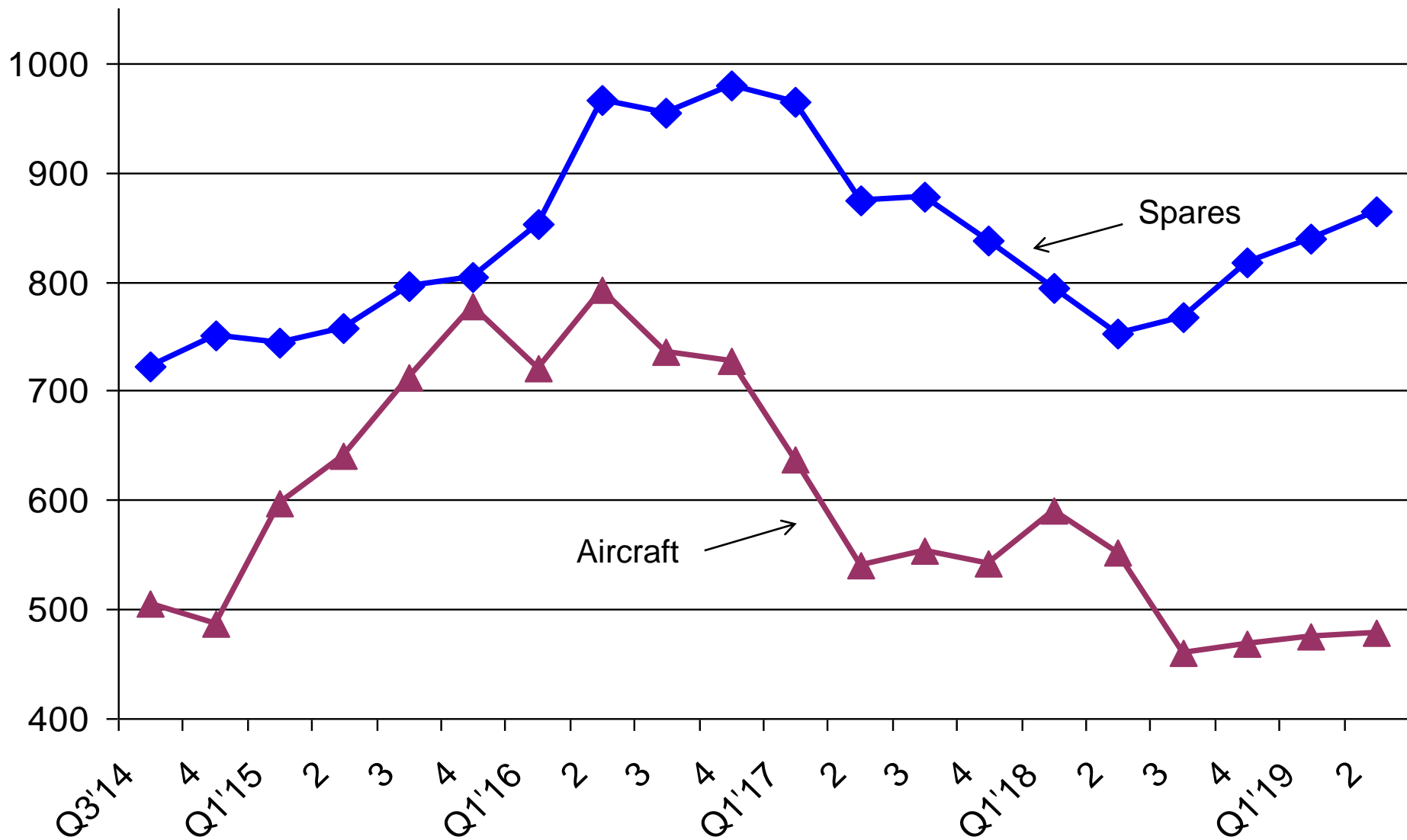
(Note: 4-Q moving avg.)



Value of imports of aircraft & spares

(Note: 4-quarter moving avg.)

R million



Best performing indicators in Q2 2019 (compared to the average since Q1 2014)

(Note: 9/23)

Imports of non-powered aircraft

Exports of aircraft < 2t

Exports of aircraft 2t-15t

ATMs East London

ATMs Bloemfontein

ATMs Lanseria

ATMs Rand Airport

ATMs Nelspruit

ATMs Pietermaritzburg

Poorest performing indicators in Q2 2019 (compared to the average since Q1 2014)

(Note: 14/23)

Imports of aircraft < 2t

Imports of aircraft 2t-15t

Total spares imports

Exports of spares

Exports of non-powered aircraft

ATMs OR Tambo

ATMs Cape Town

ATMs Durban

ATMs Port Elizabeth

ATMs George

ATMs Kimberley

ATMs Upington

ATMs Grand Central

ATMs Richards Bay

Best performing indicators in Q2 2019 (compared to Q1 2019)

(Note: 15/23)

Imports of non-powered aircraft

Exports of aircraft < 2t

Exports of aircraft 2t-15t

Exports of spares

ATMs OR Tambo

ATMs Port Elizabeth

ATMs East London

ATMs Bloemfontein

ATMs Kimberley

ATMs Upington

ATMs Lanseria

ATMs Grand Central

ATMs Rand Airport

ATMs Nelspruit

ATMs Pietermaritzburg

Poorest performing indicators in Q2 2019 (compared to the average since Q1 2014)

(Note: 8/23)

Imports of aircraft < 2t

Imports of aircraft 2t-15t

Total spares imports

Exports of non-powered aircraft

ATMs Cape Town

ATMs Durban

ATMs George

ATMs Richards Bay