


THE CAASA AVIATION ACTIVITY INDEX (CAAI)

A large commercial airplane is shown from a low-angle, front-facing perspective, flying directly towards the viewer. The aircraft is white with four engines mounted on the wings. The background features a runway with white markings leading towards a horizon where the sun is setting, creating a dramatic sky with orange, red, and blue hues. The overall scene is captured in a cinematic style.

2ND QUARTER 2024

BY FANIE JOUBERT

METHODOLOGY EMPLOYED FOR THE DESIGN OF THE CAASA AVIATION ACTIVITY INDEX (CAAI)

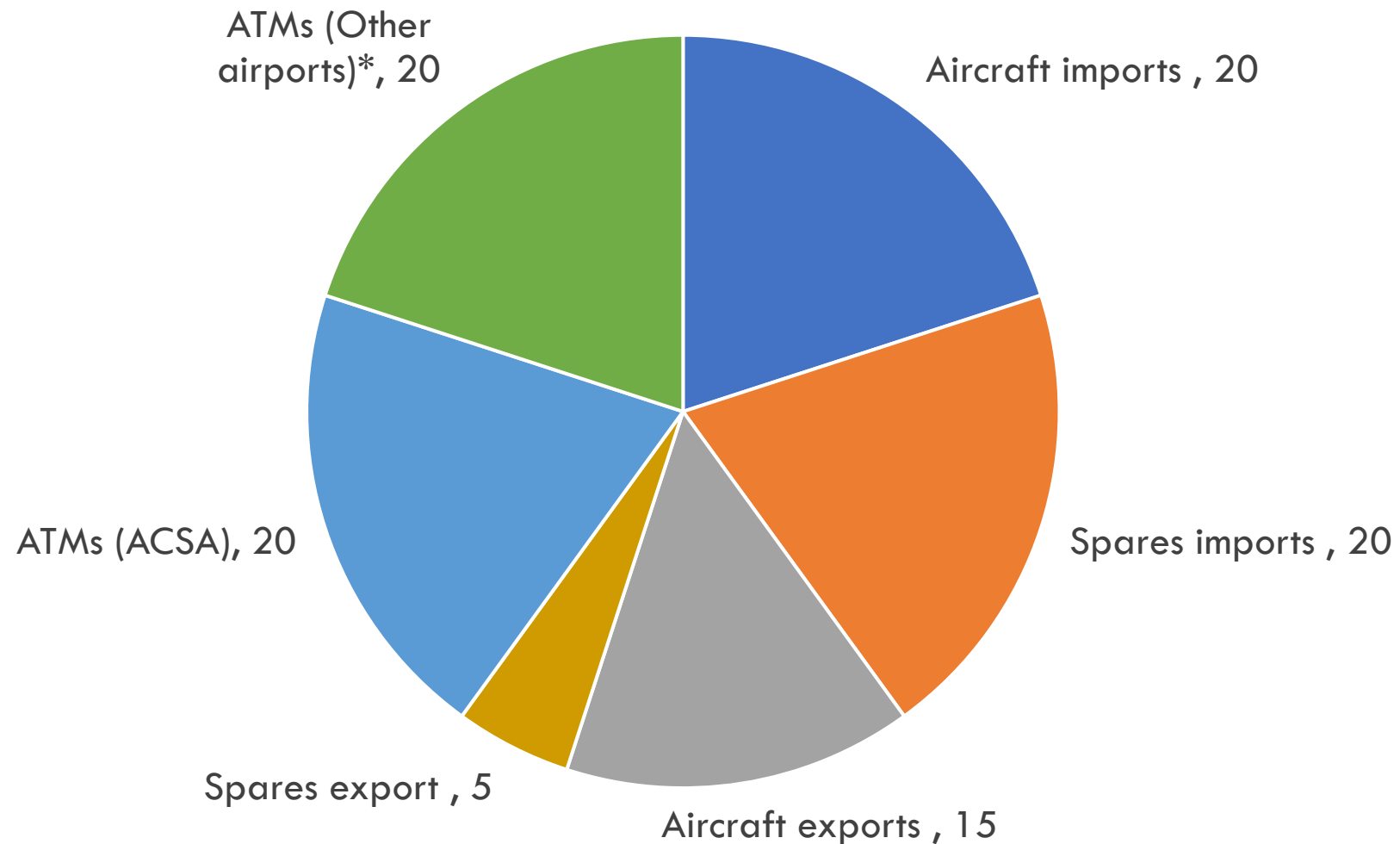
- The CAAI is based on composite indexation technique, whereby a group of indicators representing different units is forged into a single value
- Changes over time in the different indicators are measured and then also expressed as changes to the weighted index
- A total of 28 different indicators comprise the CAAI, emanating from the following seven groups:
 - (i) Value of imports of helicopters
 - (ii) Value of imports of aircraft (of a mass less than 15t)
 - (iii) Value of imports of aircraft spares
 - (iv) Value of exports of aircraft (of a mass less than 15t)
 - (v) Value of exports of aircraft spares
 - (vi) Air traffic movements at ACSA airports
 - (vii) 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



BACKGROUND

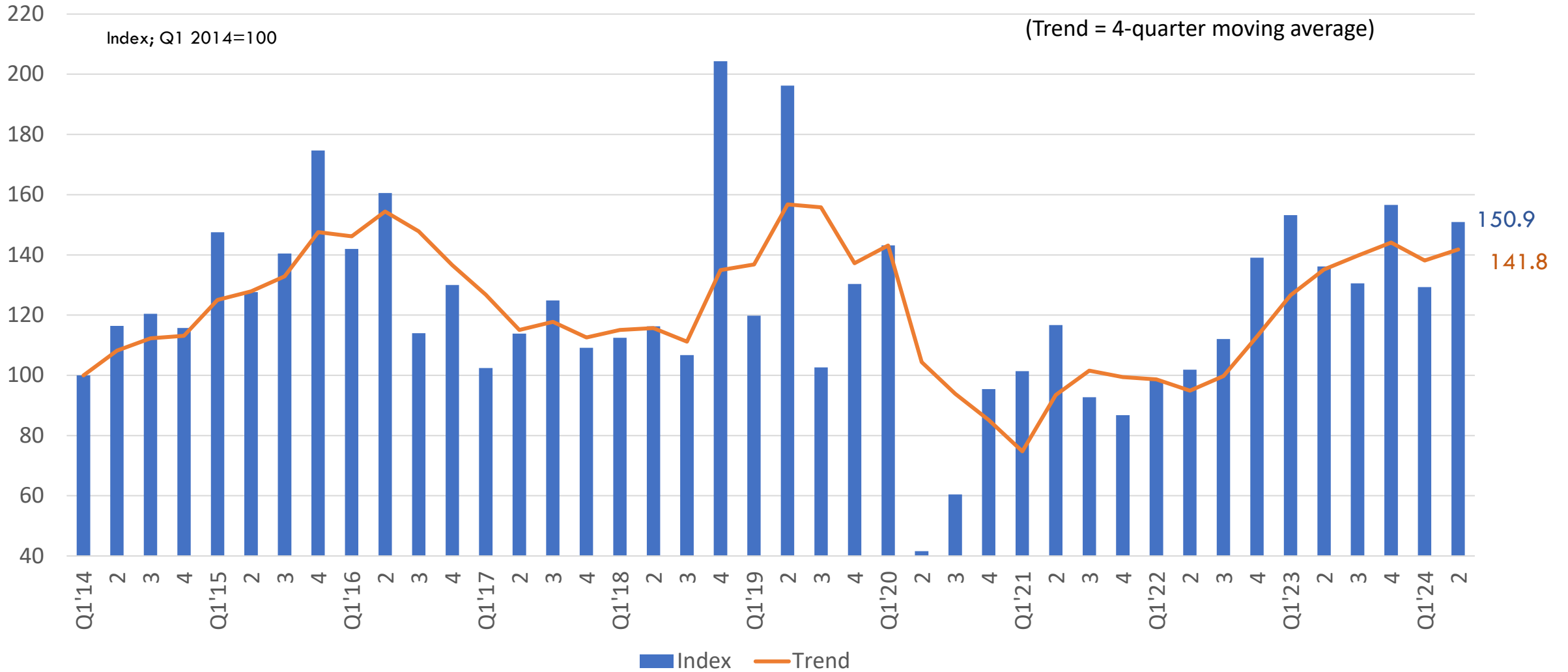
- Started since 2014
- The CAAI was compiled on a regular basis until 2019Q4
- Put on hold during Covid-19
- 2024Q2 based on similar methodology to ensure continuity
- Some problems related to data availability (non-ACSA ATMs)

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



*This item was only available until 2019, after which its weighting is included in ACSA

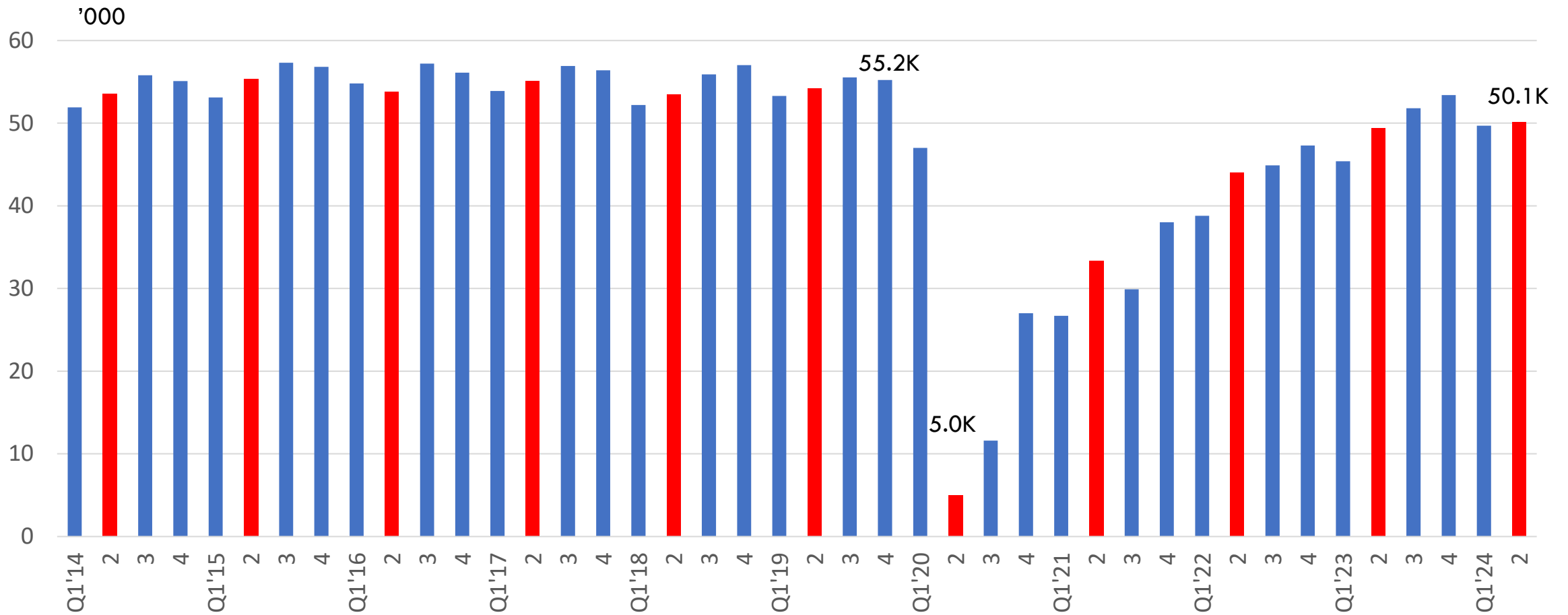
CAASA Aviation Activity Index (CAAI) for South Africa: 2nd quarter of 2024



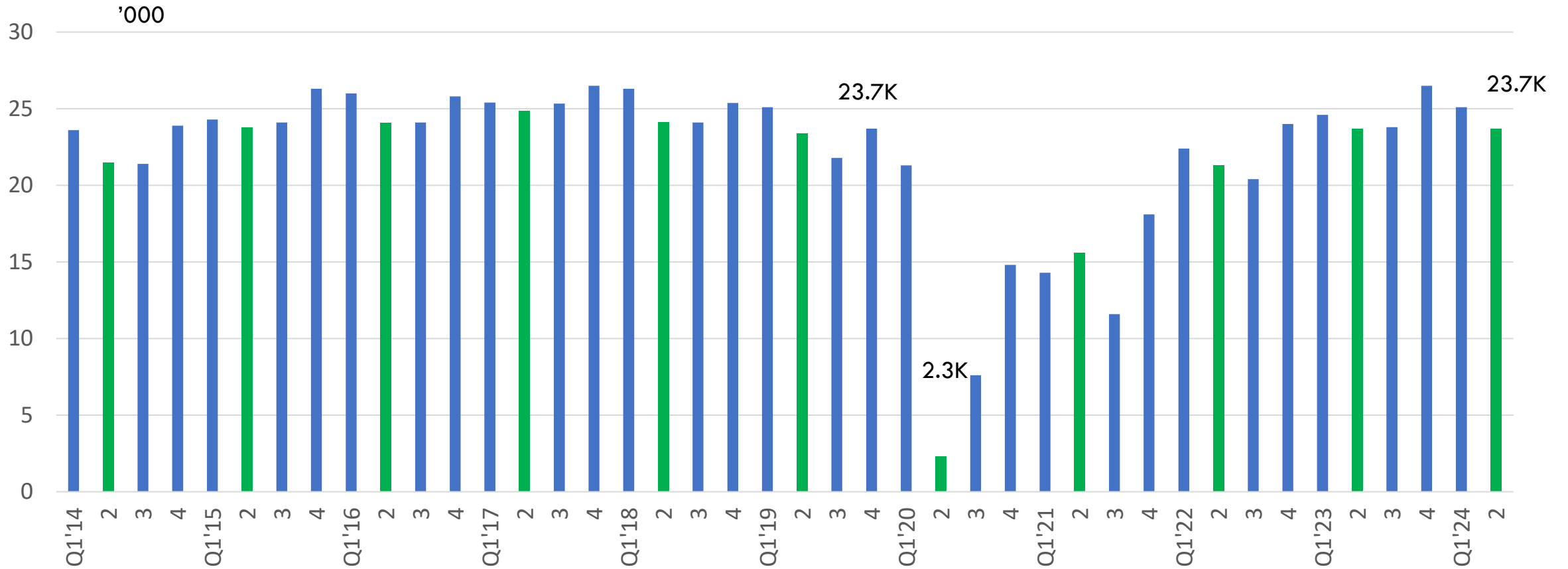
CAASA AVIATION ACTIVITY INDEX (CAAI) FOR SOUTH AFRICA: 2ND QUARTER OF 2024

			Q/Q (previous quarter)		Q/Q (same quarter of previous year)		
			Index	Trend	Index	Trend	Index
Q1'22		98.3	98.6				
	2	101.9	94.9	3.6%	-3.8%		
	3	112.1	99.8	10.0%	5.1%		
	4	139.1	112.8	24.1%	13.1%		
Q1'23		153.2	126.6	10.1%	12.2%	55.8%	28.3%
	2	136.1	135.1	-11.1%	6.8%	33.7%	42.4%
	3	130.5	139.7	-4.1%	3.4%	16.5%	40.1%
	4	156.6	144.1	19.9%	3.1%	12.6%	27.7%
Q1'24		129.3	138.1	-17.4%	-4.1%	-15.6%	9.1%
	2	150.9	141.8	16.7%	2.7%	10.9%	5.0%

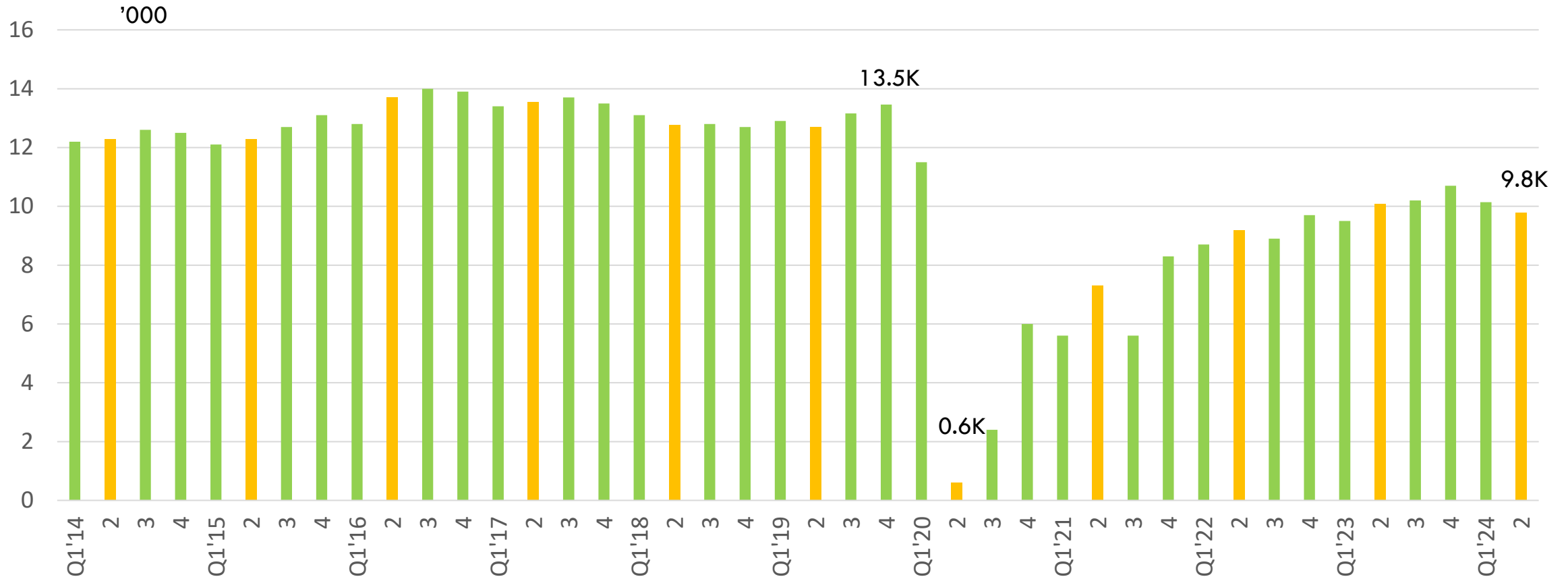
ATMs - OR TAMBO



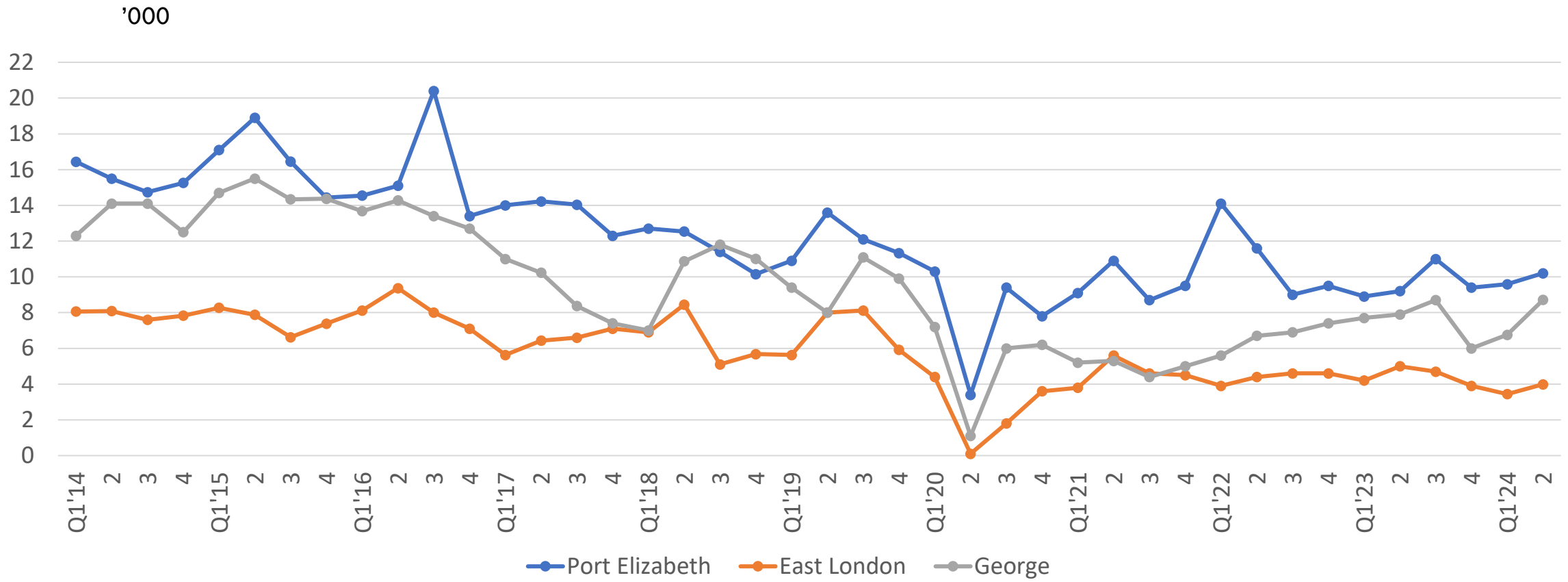
ATMs – CAPE TOWN INTERNATIONAL



ATMs – KING SHAKA (DURBAN)

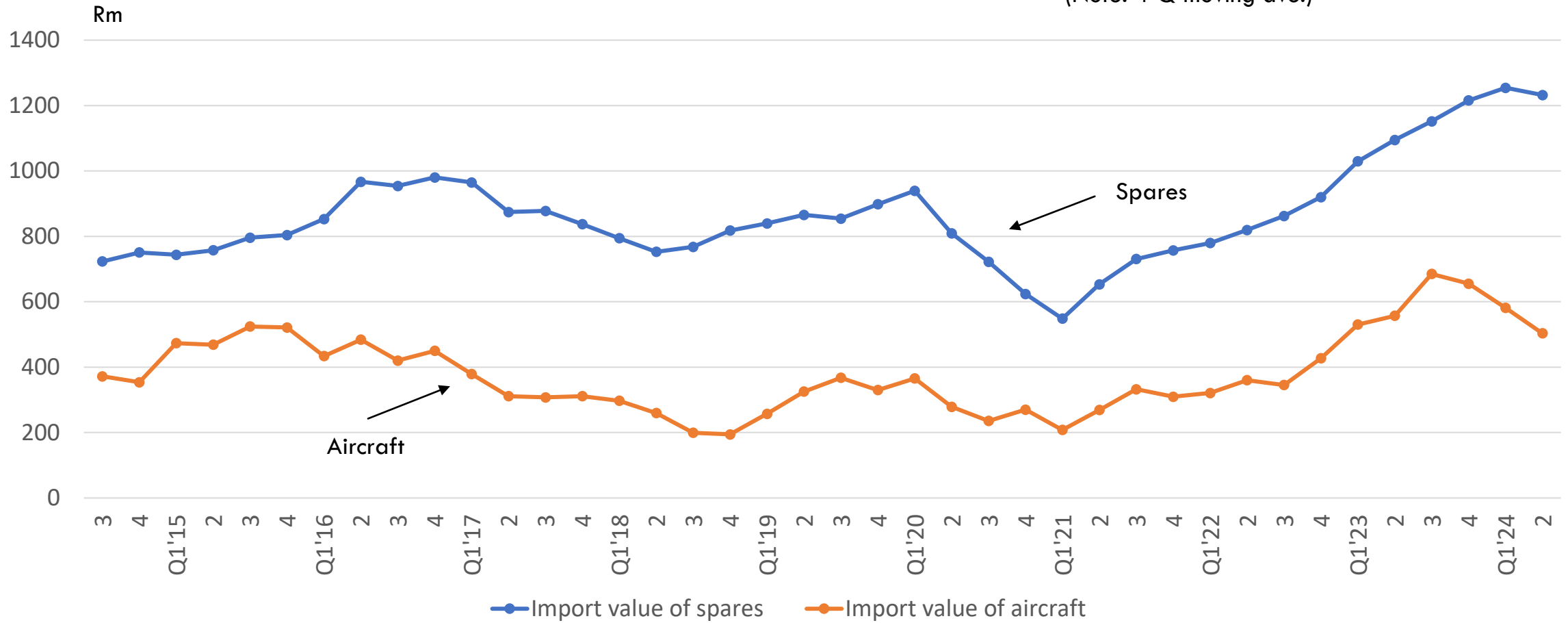


ATMs – PORT ELIZABETH, EAST LONDON, GEORGE



IMPORT VALUE OF AIRCRAFT AND SPARES

(Note: 4-Q moving ave.)



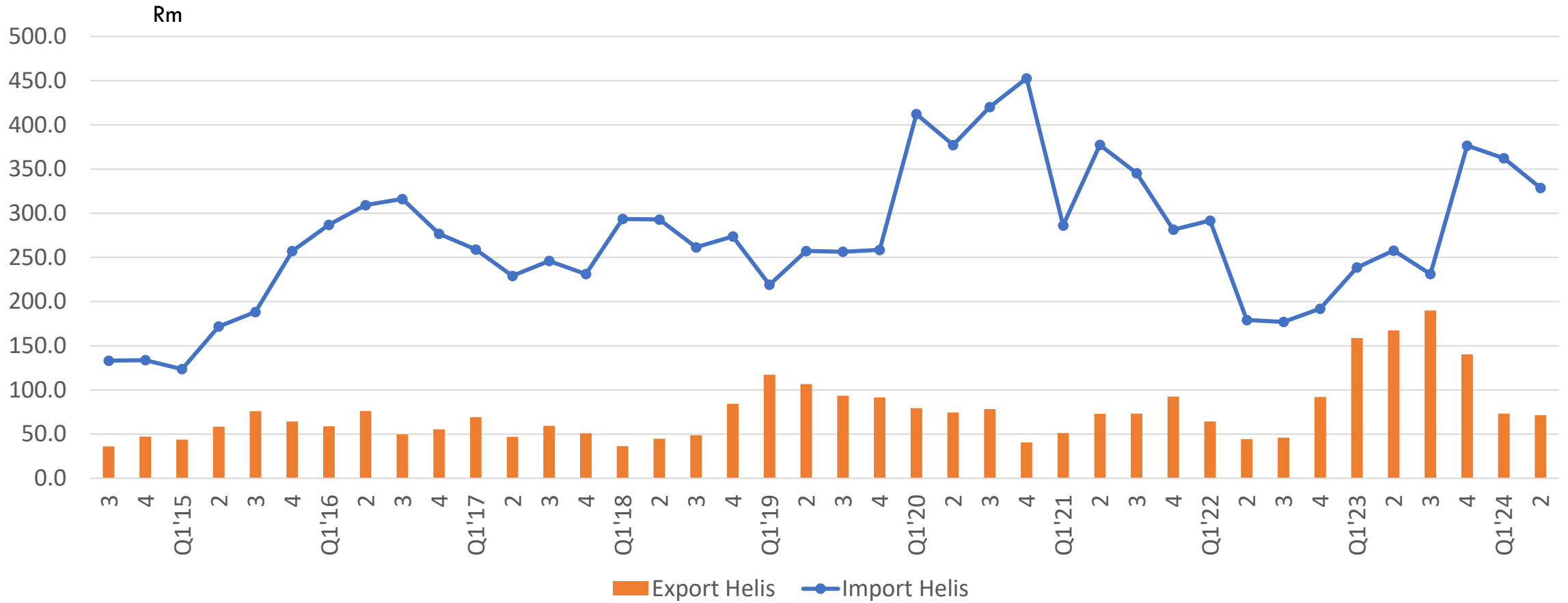
IMPORT AND EXPORT VALUE OF AIRCRAFT WITH A MASS OF LESS THAN 15t

(Note: 4-Q moving ave.)



IMPORT AND EXPORT VALUE OF HELICOPTERS

(Note: 4-Q moving ave.)





BEST PERFORMING INDICATORS IN 2024Q2 (COMPARED TO THE AVERAGE FOR Q2 SINCE 2014)

- Exports of aircraft (smaller than 2t)
- Imports of spares (propellers, undercarriage and other spares)
- ATMs Cape Town
- Exports of spares
- ATMs OR Tambo



CONCLUSIONS

- Covid-19 and economic lockdowns (2020-21) had a detrimental impact on the CAAI
- The index did recover strongly afterwards, notably since the second half of 2022
- Imports: helicopters and spares imports recovering strongly
- Exports: also improved but still lagging import performance
- Air traffic movements (ATMs) at ACSA airports at, or close to, pre-Covid levels
- This is encouraging seeing that the recovery happened despite general challenging economic conditions