The aviation in African market is a vigorously growing sector of the global regions, as the continent is home of 15.96 percent of the world's population across 54 countries with a large land mass, almost 60 percent of world's uncultivated land. As argued by Dr. Elijah Chingosho, AFRAA Secretary General, airline industry has grown after a huge recession during the 2008-2009 and owed to enhance air cargo demand. However, African airfreight's share stills the weakest in the world. The major barrier impeding its growth is the incomplete implementation of Yamoussoukro liberalization. The skies have not been fully opened to improve connectivity, sustain accessibility, and facilitate airlines' consolidation. On the one hand, full deregulation of African Market should be complemented for instance by high security and facilitation standards as the use of single window, sufficient infrastructure by relying on PIDA program. It can be also complemented by adopting several programs for safety oversight assessments and coming up with new policies as Bali agreement on trade facilitation aiming to boost e- commerce and clearance of goods, or Cape Town Convention consisting on facilitating financing and acquisition of assets. In addition, implementation of drones can be more effective than airplanes to reinvent trade. One the other hand, the factors affecting adversely air market as argued by Dr. Elijah Chingosho are terrorist attacks within African countries, high taxes and fees, and high fuel price. Furthermore, protectionism, lack of cooperation between African airlines, and low implementation of e- freight hindered significantly cargo growth.

5. Conclusion

African aviation has experienced several policies leading to liberalise intra-African air transport market. The partial implementation of Yamoussoukro Decision (YD) has impacted adversely Aviation industry among the continent. As a result, although air traffic flows have grown significantly, numerous challenges have hampered industry's development, such as regulatory restrictions, high fares, inadequate infrastructure, lack of safety and facilitation, and poor security. Adds to these constraints, African Airlines' behaviour has been affected: while intra-African routes have been widely consolidated, small aircraft routes have been abandoned and some African carriers have built new hubs such as Egypt Air, Royal Air Maroc, South African Airways (SAA), Ethiopian Airlines and Kenya Airways. The development of hubs has been successful in Eastern and Southern Africa, than in Central and Western the continent. Hence, regional traffic distribution has been characterized by a notable imbalance. Beyond those serving the market , namely Cairo and Johannesburg, strengthening , development of further competing hubs especially of cargo activity within the continent will play a vital role in enhancing air cargo industry and creating a stronger market at regional and international level.

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