



From Colonies to Carriers: Postcolonial African Airlines

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THE MERGER



Air Atlas



Air Maroc



Compagnie
Nationale
Royal Air Maroc
(1957)



RESEARCH QUESTION

1) Why and how did independent Morocco quickly develop their national airline, Royal Air Maroc, one year after decolonization?

2) To what extent is Morocco's case typical or unique in comparison to other newly independent African states?



ARGUMENT

RAM's measurable success was typical for nationalized airlines (flag carriers) in newly independent African states, but despite projecting an image of national independence, RAM's survival was contingent on a mixed economic model backed by French capital.

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Why is this new knowledge significant?

Ownership Distribution Over Time



01

Royal Air Maroc

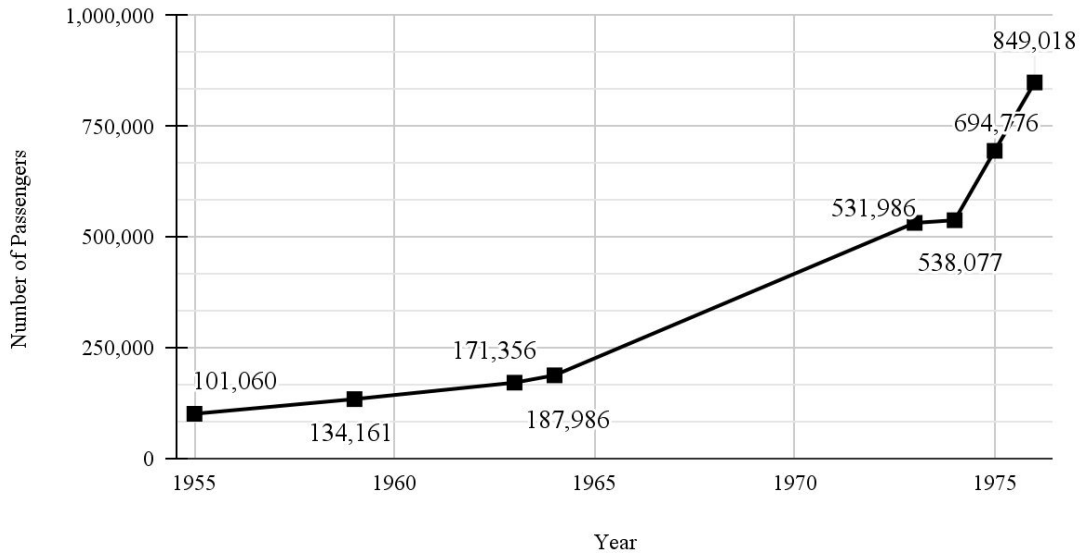
How can we measure an airline's success?



Lucien Fargeot, "L'avion porte-drapeau de la compagnie, une Caravelle roule sur la piste de décollage," Photo. In Jacques Noetinger, "Royal Air Maroc: Une Compagnie Dynamique," *Aviation: magazine de l'espace*, December 1, 1960, Musée Air France num en l'état.

Exponential Growth Over Time

Number of Passengers per Year (Royal Air Maroc, 1955 - 1976)



National Prestige



“Pilgrims.” In Royal Air Maroc. “Moroccan Airline: The Story of Royal Air Maroc.” 1964. Ben Guttery Collection on African Airlines. Special Collections and Archives Division, History of Aviation Archives.

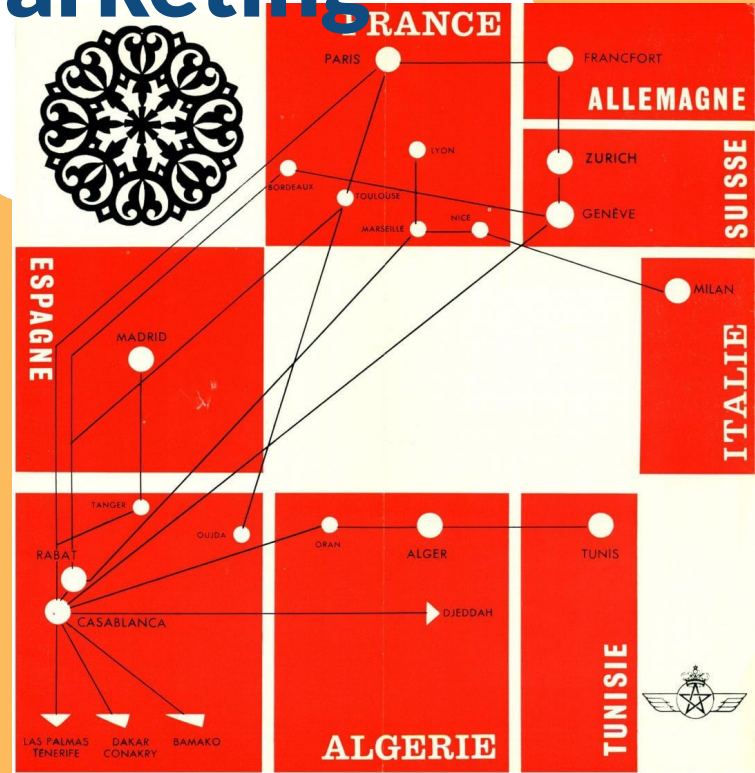


“Stewardesses.” In Royal Air Maroc. “Moroccan Airline: The Story of Royal Air Maroc.” 1964.

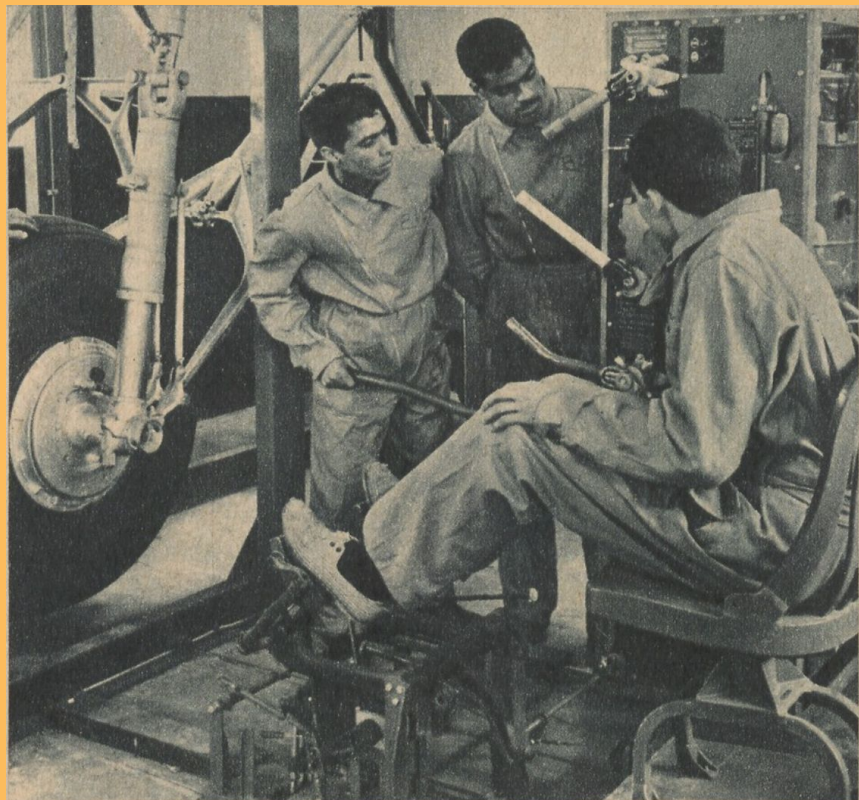


Royal Air Maroc. *Morocco Travel Poster*. 1970.

Modernist Marketing



"Timetable." 1966. George M. Foster Timetable Collection, TL024. Northwestern University Transportation Library.



Tout le personnel de Royal Air Maroc s'entraîne sur le matériel le plus moderne.

Le Centre de Formation Professionnelle



Job Training

Airframe & engine mechanics, electricians, radio operators, commercial and traffic agents, air hostesses and stewards, etc.



Replacing Foreign Labor

Expertise is costly and makes true independence a more difficult transition, so replacing foreign labor => more independence



Pilot Training

Received FAA accreditation in 1983, the school having 12 training aircraft by the 1990s

02

The African Context

Was Morocco's success typical or unique in independent Africa?



Lucien Fargeot, "L'avion porte-drapeau de la compagnie, une Caravelle roule sur la piste de décollage," Photo. In Jacques Noetinger, "Royal Air Maroc: Une Compagnie Dynamique," *Aviation: magazine de l'espace*, December 1, 1960, Musée Air France num en l'état.

• Algeria •

Algeria was a colony of France for many decades, and its aviation history is closely tied to that of the colonizing power and that of its neighboring North African countries. Algeria was one of the founders of the original Air Afrique, which provided services throughout French Africa prior to World War II. Following the war, a number of small carriers were begun. These eventually merged to form Air Algérie. Air Algérie continues to operate an extensive domestic and international network.

1. AÉRO AFRICAINE (1945–1950s)

Compagnie Aéro Africaine was formed in 1945 as the air transport division of *Société Africaine des Transports Tropicaux* (SATT). The parent company, SATT, had been formed in 1933 to provide transport by rail and roads across the Sahara to rail terminals in the French colonies of French West Africa and French Equatorial Africa. Nice was also served. Aero Africaine linked the coastal cities of these colonies with a fleet of nine Lockheed Lodestars. Six trans-Sahara services were operated monthly. George Etienne was the general manager in 1950. Aero Africaine ceased operating during the 1950s.

2. AÉRO SAHARA (1950–1960s)

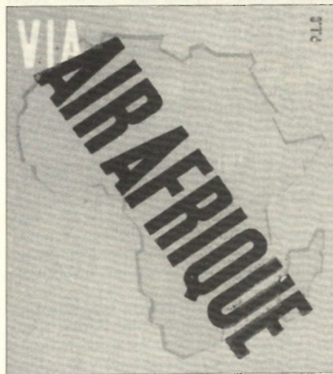
Aéro Sahara was formed in 1950 and was not actually based in Africa but in France. It operated flights on a charter basis for the petroleum industry in North Africa, particularly Algeria and Tunisia. A license for carrying passengers was granted in December 1965 under the name Europe Aero Service for "third level" services.

The company was the Dornier distributor for North Africa and operated a fleet that included a Vickers Viking I, a de Havilland D.H. 114 Heron 1B (F-OANR), two de Havilland D.H. 89A Dragon Rapides (F-OBGE and F-OBIA), four Dornier Do-28A-1, five Do-27Q, three Norddyn Norseman (F-OBTC, F-OBTJ, and F-OBTK), and one Auster 5D. Two of the Do-27s and two of the Norsemans were registered to *Compagnie des Transports par Pipelines au Sahara*, which was an affiliate of Aéro Sahara. The company ceased operating in the late 1960s.

3. AIR AFRIQUE (1937–1941)

Air Afrique was formed by the French colonial government on September 1, 1937. This government-sponsored carrier was formed around the assets and routes of *Régie Malgache*, *Lignes Aériennes Nord-Africaines* (LANA), and *Régie Air Afrique*. Their combined routes linked France to the Congo and to Madagascar. For a full understanding of the pioneering work by the companies that came to form Air Afrique, see their respective histories.

Air Afrique was blessed with a number of very modern aircraft for the day. A fleet of three-engine, five-passenger, Bloch 120 aircraft. The first of these (F-AMSZ "Scorpion") was built in 1933, came to Régie Air Afrique in 1934, and was put on the Algiers-Congo route. The aircraft was assigned to Madagascar in 1939 and was impressed with the other aircraft in 1941 as war spread across the globe. Other Bloch 120s (F-ANJX, F-APZV, F-ANNX "Sirius," F-ANTK "Ville de Paris," F-ANVP "Ville de Tananarive," and F-APDB) were acquired during the 1930s and were used on routes between North Africa, the Congo, and Madagascar. Only two of these aircraft (F-ANJX and F-ANNX) were lost in accidents, with both



Air Afrique baggage label, 1930s.

Airlines Data Extractor

Find Pages

Book scans (.pdf and .tiff files) + Country_Page_Mapping.csv

Extract Entries

Identify all airline entries using headers

Parse Data

16-field schema with logics that help estimate non-exact values

Output Cleanly

Outputs into a .tsv file and a preview table

Human & Computer Review

Example Country .TSV File

Entry Number	Airline Name	Country	Former Colonial Power	Settler or Non-Settler Colony	Type of Decolonization	Year Founded	Year Ceased
331	Aerial Photos	Morocco	France	Settler	Negotiated	1990	1998
332	Air Atlas	Morocco	France	Settler	Negotiated	1946	1953
333	Air Maroc (1947–1953)	Morocco	France	Settler	Negotiated	1947	1953
334	Air Maroc (1953–1957)	Morocco	France	Settler	Negotiated	1953	1957
335	Air Sud	Morocco	France	Settler	Negotiated	1990	
336	Atlas Aviation	Morocco	France	Settler	Negotiated	1990	
337	Royal Air Inter	Morocco	France	Settler	Negotiated	1970	
338	Royal Air Maroc	Morocco	France	Settler	Negotiated	1957	1998

Called "national" or gov-run = **State-Owned**
 Founded by private firm or person = **Private**
 Gov + foreign airline = **Joint Venture**
 Public agency with some autonomy = **Parastatal**

If no end year, then assume 1998 (date of publication)

Airline Lifespan	Ownership Model	Government Involvement	Fleet Size	Number of Employees	Domestic Service	Regional Service	Intercontinental Service
8	Private	Low	1	5	Yes		
7	Joint Venture	Medium	21		Yes	Yes	
6	Private	Medium	15		Yes	Yes	Yes
4	Joint Venture	High	17		Yes	Yes	Yes
8	Private	Low	3		Yes		
8	Private	Low	1		Yes		
28	Parastatal	High	2		Yes		
41	State-Owned	High	35	5400	Yes	Yes	Yes

Gov funds, owns, or starts it = **High**
 Contracts or soft support = **Medium**
 No gov mentioned = **Low**

If no explicit number,, count listed aircrafts, acquisitions, and subtract decommissioned aircrafts to find **peak possible aircraft**

These show range of airline's operations

03

Data

Visualization

How can we showcase this new knowledge?



Lucien Fargeot, "L'avion porte-drapeau de la compagnie, une Caravelle roule sur la piste de décollage," Photo. In Jacques Noetinger, "Royal Air Maroc: Une Compagnie Dynamique," *Aviation: magazine de l'espace*, December 1, 1960, Musée Air France num en l'état.

Timeline Stats

197

Average Airline
Start Year

5

198

Average Airline
Cessation Year

7

12

Average Airline
Lifespan (Years)

20

Average *National*
Airline Lifespan (Years)

434

Number of Airlines
Continuing through 1998

723

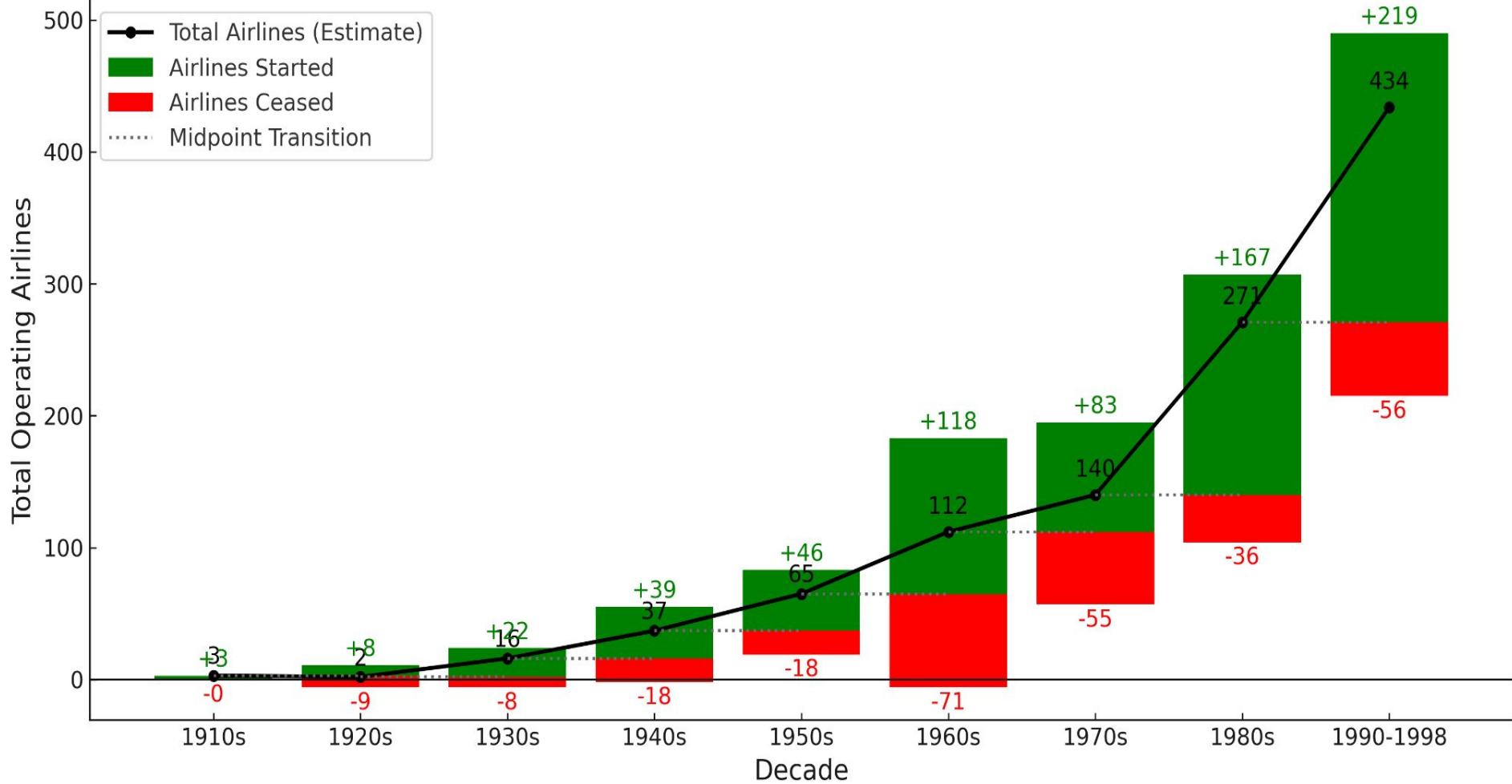
Total Twentieth Century
African Airlines



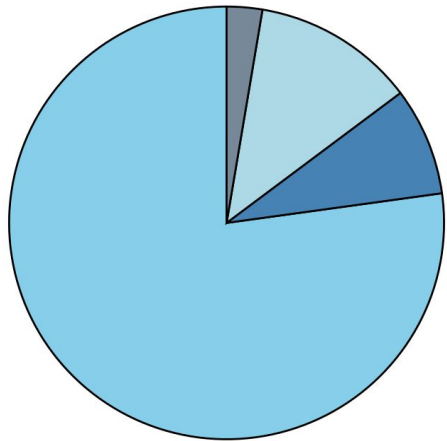
Average Airline Lifespan per Country



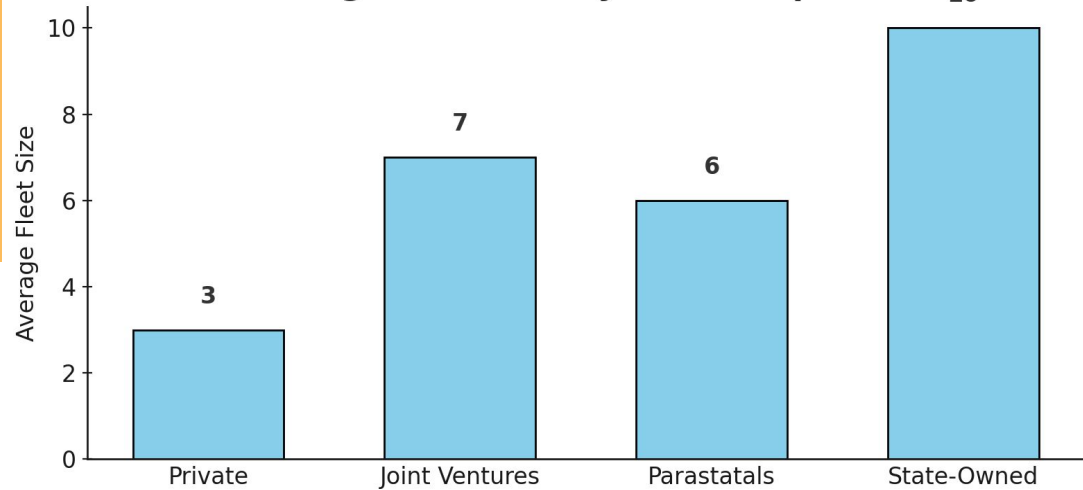
Airline Growth and Decline by Decade



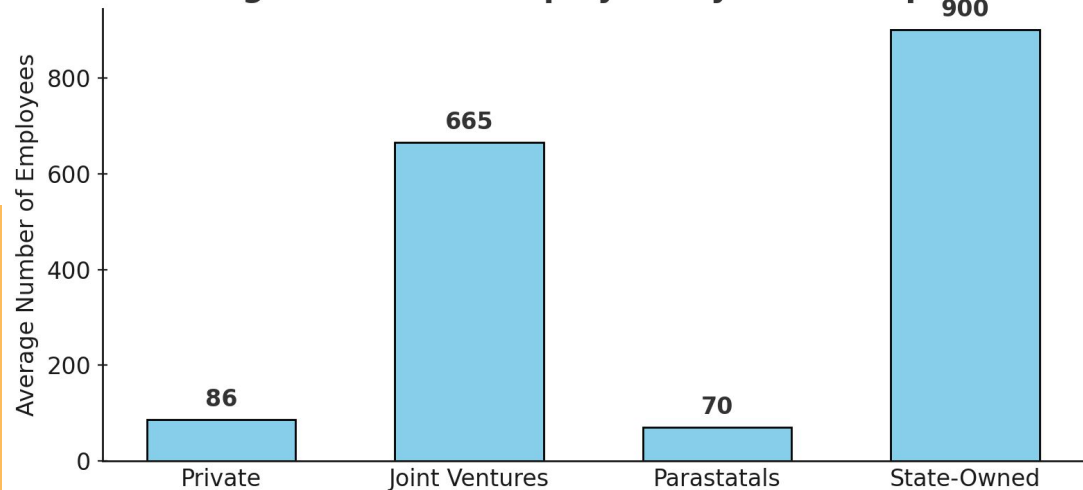
Ownership Models



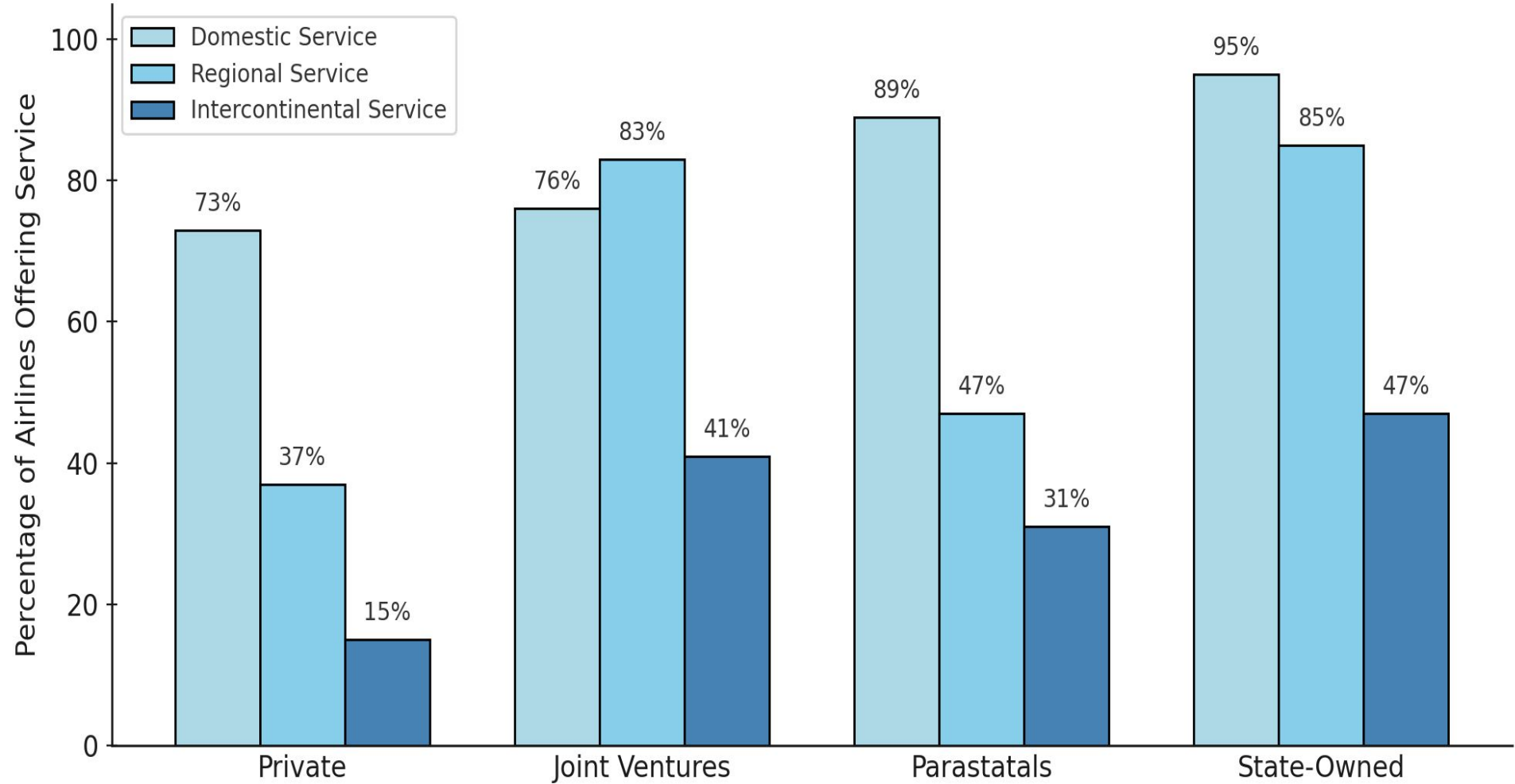
Average Fleet Size by Ownership Model



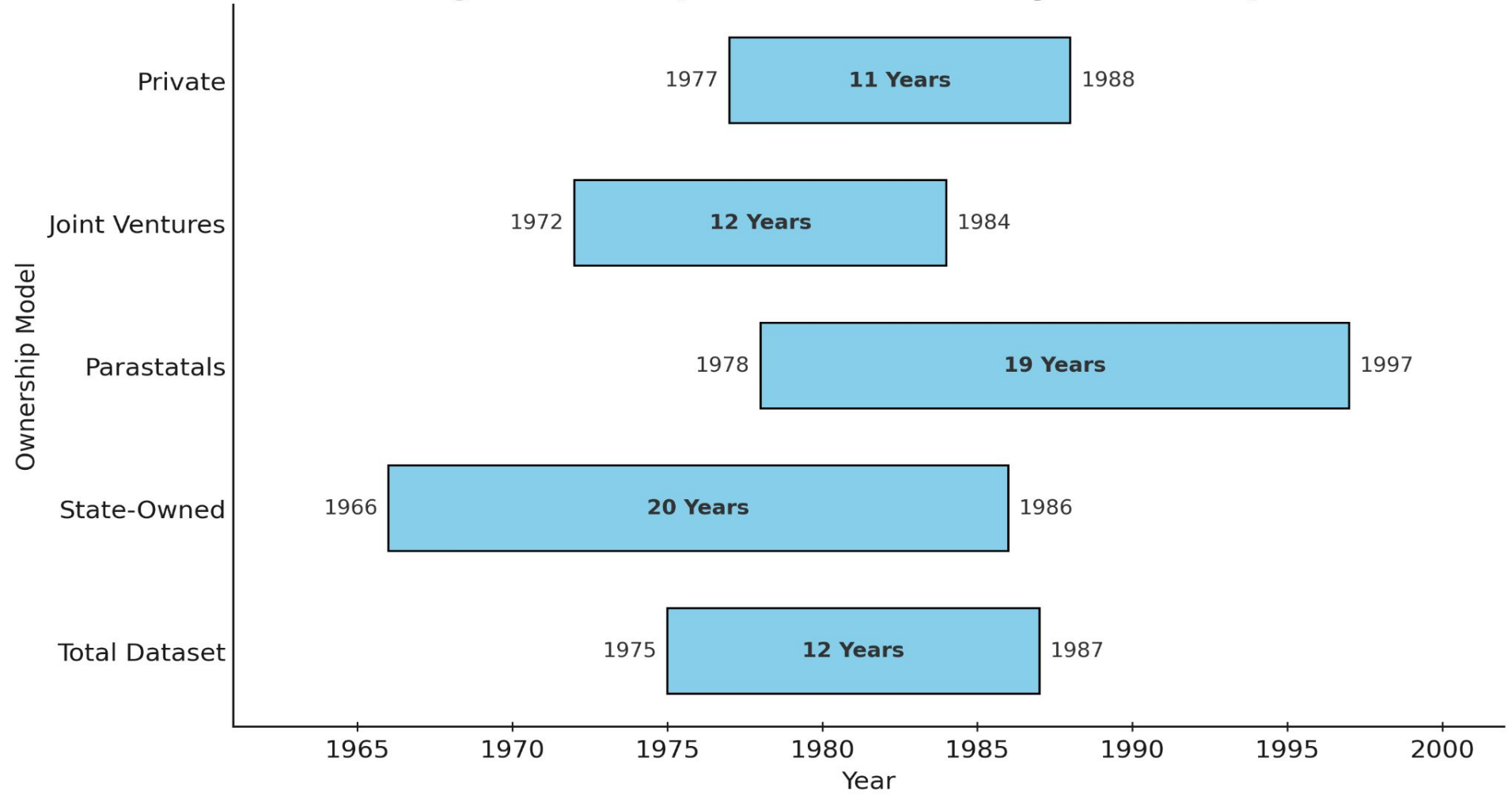
Average Number of Employees by Ownership Model



Percentage of Airlines Offering Service by Ownership Model

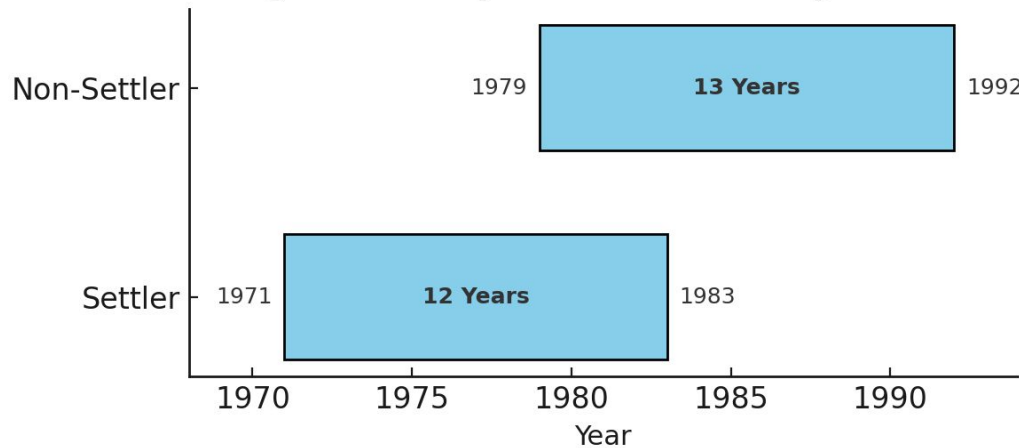


Average Airline Operation Periods by Ownership Model

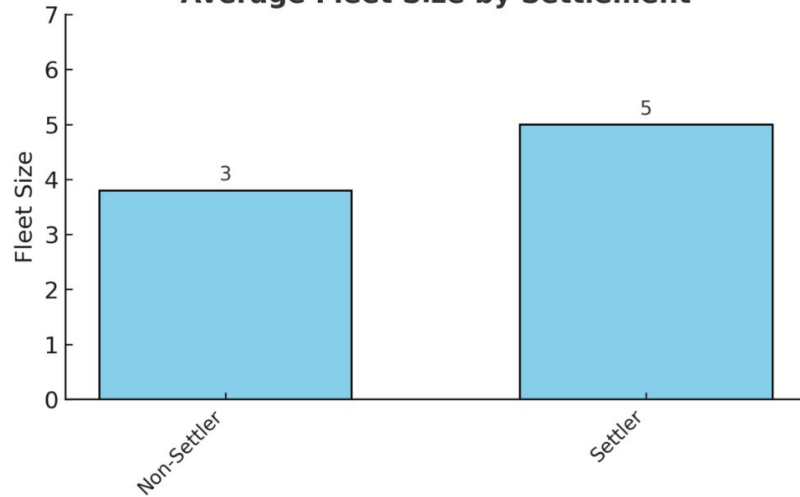


Settler v. Non-Settler

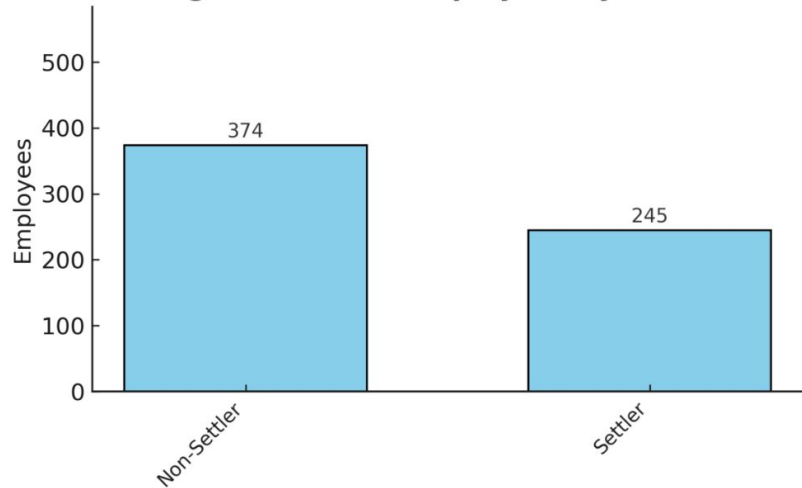
Average Airline Operation Periods by Settlement



Average Fleet Size by Settlement

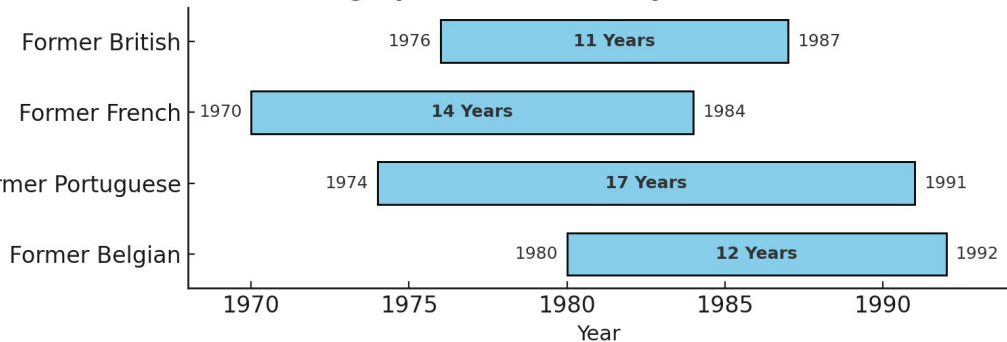


Average Number of Employees by Settlement

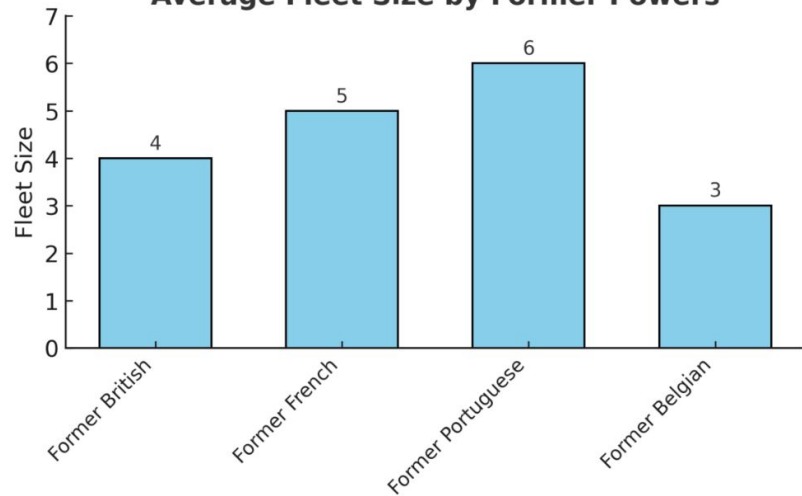


Former Colonial Powers

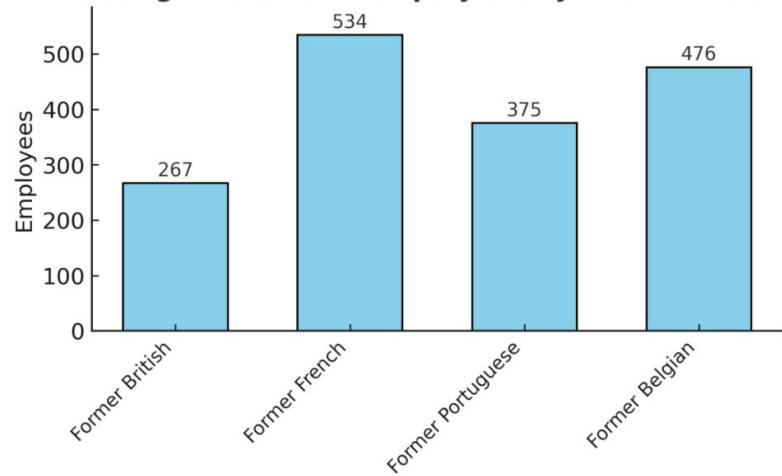
Avg Operation Periods by Former Powers



Average Fleet Size by Former Powers



Average Number of Employees by Former Powers



04

Conclusion

Why is this new knowledge significant?



Lucien Fargeot, "L'avion porte-drapeau de la compagnie, une Caravelle roule sur la piste de décollage," Photo. In Jacques Noetinger, "Royal Air Maroc: Une Compagnie Dynamique," *Aviation: magazine de l'espace*, December 1, 1960, Musée Air France num en l'état.





Thank You

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