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April, 2023

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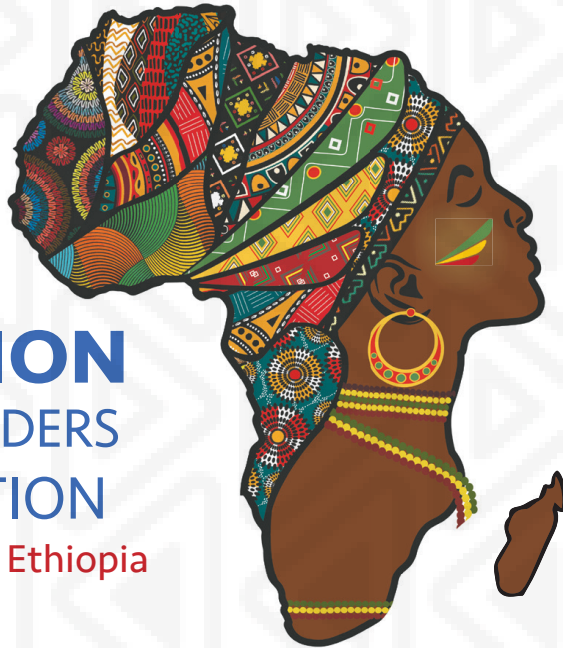
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**11TH AVIATION
STAKEHOLDERS
CONVENTION**

7-9 May 2023 | Addis Ababa, Ethiopia

CHANGING THE AFRICAN AVIATION NARRATIVE

AFRAA and Ethiopian Airlines will stage the 11th Aviation Stakeholders Convention from 7-9 May 2023 at the **Ethiopian Skylight Hotel** in **Addis Ababa – Ethiopia**.

The **Aviation Stakeholders Convention (ASC)** is an initiative of **AFRAA** to bring together aviation ecosystem stakeholders under one roof with the view to foster dialogue, build sustainable networks, create a competitive environment for business and improve the aviation value chain in the continent.

Now in its 11th year, the discussions at the event will evolve on the main theme: **“Changing the African Aviation Narrative”**. Delegates at this convention will benefit from innovative strategies, proven solutions, best practices and information on win-win supplier-customer relationships.

Sponsorship and Exhibition Opportunities: The Convention provides excellent marketing and visibility opportunities through sponsorship and exhibition. Join us for brand visibility and the opportunity to do business with the over 500 African Aviation top decision makers and leaders.

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EgyptAir Holding Company Chairman dialogues with AFRAA

The African Airlines Association (AFRAA) Secretary General, Mr. Abdérahmane Berthé, met EgyptAir Holding Company Chairman – Eng. Yehia Zakaria on 5th February at EgyptAir Headquarters in Cairo – Egypt for the year's first edition of the "AFRAA Member Airline CEOs Leadership Dialogues". The CEO Dialogues initiative, which hosted a total of 8 airline CEOs in 2022, is part of AFRAA's strategy to communicate with member's leadership aimed at creating the space for dialogue that is necessary to develop transformative initiatives.

The deliberations created an opportunity to reflect and exchange ideas between AFRAA and EgyptAir. In particular, on EgyptAir's plans and strategic direction, the opportunities for intra-African routes through AFRAA route connectivity tool, effective implementation of the Single African Air Transport Market (SAATM), advocacy for optimization of taxes and charges among other opportunities through AFRAA joint projects which implement cost-effective common solutions on various aspects of airline operations for member airlines.

Mr. Abdérahmane Berthé, AFRAA Secretary General

stated: "AFRAA is pleased to dialogue with EgyptAir, one of the founding members of AFRAA whose membership spans since 1968."

"The CEO Dialogues initiative which was started in 2022 has facilitated better understanding of our individual airline needs, local matters and challenges, priorities and business plans thereby enabling AFRAA to tailor specific actions that enhance relevance of the Association to our membership. I look forward to a continued mutually beneficial working relationship with EgyptAir and the entire AFRAA fraternity." Mr. Berthé added.

The CEO's Dialogues are round-the-year sessions that engage the Member airlines' decision makers with AFRAA leadership towards effective implementation of added-value projects and actions supporting members' sustainability. AFRAA's actions are anchored on 5 pillars including:

1. Safe, secure and reliable air transport
2. visibility, reputation and influence of African Airlines
3. Sustainable air transport
4. Cooperation
5. Data intelligence



**EgyptAir Holding Company Chairman
Eng. Yehia Zakaria**



**The African Airlines Association (AFRAA) Secretary General,
Mr. Abdérahmane Berthé**

IN THE NEWS

Air China, the National Flag carrier for the People's Republic of China, is resuming its weekly flights to OR Tambo International Airport in Johannesburg after a three year hiatus.

The three-year break in the service, was caused by the Covid-19 pandemic and China's especially strict lockdown response to it. "The Beijing-Shenzhen-Johannesburg flight three times per week is significant because it is back to its pre-Covid schedule after three years," highlighted Gauteng Economic Development MEC Tasneem Motara. "More importantly, the flights will also restore the economic ties that benefitted from the flights between the two cities."

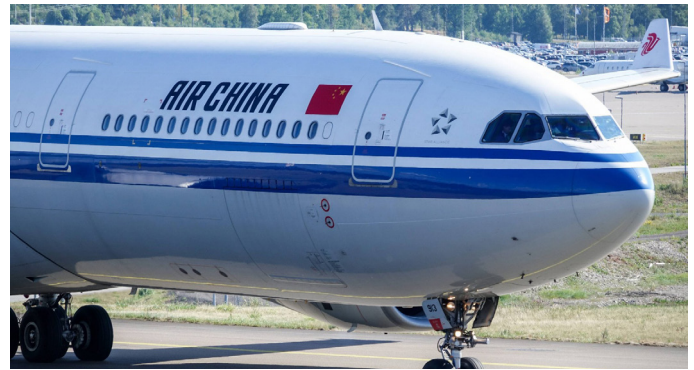
China is one of Gauteng province's and South Africa's important markets for trade, investment and tourism. China is the country's largest single trading partner, taking 9.7% of South African exports. And, in the year before COVID, South Africa had received about 120 000 visitors from China, all of whom had entered the country through Gauteng.

The restored service will be operated by Air China with Airbus A350 new-generation airliners. Depending on cabin configuration, these can carry between 300 and 350 passengers.

As of November last year, Air China reportedly operated 23 A350-900 aircraft, with seven more on order. It had a



resumes flights to South Africa after three years absence



total fleet of 485 airliners, divided into 128 wide-body and 357 single-aisle types. In terms of manufacturers, its fleet was split into 291 aircraft from Airbus (76 wide-bodies and 215 single-aisles), 179 from Boeing (52 wide-bodies and 127 single-aisles) and 15 from Chinese airframer Comac all single-aisle regional airliners.

Egypt Air becomes the first African Operator of the Airbus A321neo



EgyptAir has achieved an aviation milestone as the first operator of Airbus A321neo on the African Continent. EgyptAir's first Airbus A321neo addition to the fleet was delivered by aircraft lessor,

Aercap. Operated as MS3211, the flight departed Hamburg Finkenwerder Airport (XFW) on February 27 at 12:05, touching down at its new home in Egypt at Cairo International Airport (CAI) at 17:09. This is the first delivery of the

type for the Egyptian airline, which has seven of the aircraft on order.

This delivery marks Egyptair as the first operator in Africa with the aircraft type, with a layout of 16 business class seats and 166 in economy. The airline aims to utilize its new aircraft on routes across Africa, Europe, and the Middle East.

Egyptair now joins the list of Airbus A321neo operators globally; Air New Zealand recently received its third A321neo, poised for use in domestic operations between Auckland, Wellington, Christchurch, Dunedin, and Queenstown. The configuration of Air New Zealand A321neo is a one-class configuration with 217 seats. American Airlines is the largest operator of the Airbus A321 with 262 airplanes in its fleet.

The 11th Aviation Stakeholders Convention is scheduled to take place from 07-09 May 2023 at the Skylight Hotel in Addis Ababa Ethiopia. A robust and comprehensive programme has been lined up to facilitate discussions on various salient topics, masterclasses, networking opportunities at social events and B2B sessions through a conferencing application.

Delegates will have the opportunity to network and discuss developments in the industry and forge business partnerships.

In light of Africa's vast landmass, its population accounting for 16% of the world population, and its low share of global trade of 2%, the continent is an excellent opportunity to develop air transport. However, as a market, Africa's share over several decades has remained stagnant at less than 3% of the world market – it is time to take action to change this narrative.

The Convention, which is proudly being hosted by Ethiopian Airlines under the patronage of the Government of Ethiopia, will be held under the theme:

Ethiopian and AFRAA's May Convention set to change the African airline industry narrative

“Changing the African Aviation Narrative”. The event will bring together over 400 delegates from Africa and across the globe. The Convention is one of Africa's leading forums for air transport industry stakeholders to dialogue, exchange knowledge and experiences for the development of the travel ecosystem.

Several African airline Chief Executive Officers and aviation industry thought leaders will be

present at the event.

There shall be exhibition and showcase of aviation-related products and solutions at the exhibition segment of the Convention. The Stakeholders Convention is proudly sponsored by Ethiopian Airlines, ASECNA, ATNS, Boeing, Collins Aerospace and Embraer. The Aviator Africa will be among the exhibitors at the convention.



Jambo Kenya! Airlink spreads its wings to Nairobi

Airlink, Southern Africa's premier airline, is spreading its wings with a new daily Johannesburg-Nairobi service, which will see it become the first private sector airline to offer flights on the route from 24 April 2023.

Airlink will provide much-needed competition and additional choices for business and leisure travellers. Kenya becomes the 15th country in Airlink's comprehensive sub-Saharan route network and its third in East Africa.

The service will be operated

with Airlink's comfortable and efficient state-of-the-art 98-seat Embraer E190 jetliners.

“Airlink's entry on the route supports last November's agreement by Kenya and South Africa to eliminate trade barriers and strengthen commerce and economic ties by opening-up business and cooperation between the two major economies in key sectors and markets.

It also follows South Africa's removal of visa requirements for Kenyans visiting South Africa



for up to 90 days (South Africans do not require visas to visit Kenya),” Airlink's CEO and Managing Director, Rodger Onboard.

Airlink's premium Business Class and great value Economy Class services will be available on the route.

Airlink's intra-continental Business Class service on our state-of-the-art Embraer E-jets features wide seats arranged in a two plus one abreast configuration with plenty of legroom between each row. Our service on these flights includes complimentary meals and beverages, a 30kg check-in luggage allowance and priority boarding.

Airlink's Economy Class fares include a 20kg free economy class checked in luggage allowance plus a 15kg sporting equipment allowance. Onboard, our customers are treated to a complimentary light meal, refreshments, generous leg room and a choice of aisle or window seat (our flights do not have middle seats).

QATAR AIRWAYS القطرية

geared for growth in Africa

Qatar Airways is gearing for growth in Africa, establishing new routes and increasing frequencies on others.

Africa is amongst the fastest growing aviation markets, with the sector expected to be valued at \$400 billion by 2040 and with annual increases in passenger traffic of 5.4%.

To meet this projected demand, Qatar Airways has this year added more flights on the Doha, Lusaka, Harare route and is now flying daily, up from three weekly services. Cape Town has grown from 10 flights a week to double-daily. It will also commence daily flights to Accra from 25 March.

This follows an August 2022 increase in flights to Maputo from three to four a week, a few months before it marked a decade of flying to Mozambique. In June last year it resumed flights to Windhoek and the next month announced a codeshare with South African domestic and regional carrier, Airlink.

Elsewhere on the continent, the multi-award-winning airline marks the first anniversary of its successful Kano and Port Harcourt services in March.

Just under a year ago, it started the four weekly flights to Kano and three to Port Harcourt. Both operate via Abuja using one of the carrier's, most modern aircraft, the Boeing 787 Dreamliner.

These new services made Nigeria Qatar Airways' most connected market in Africa, bolstering the double-daily schedule to Lagos and daily Abuja flights.

Combined these new services now see Qatar Airways serving 29 destinations in Africa and the Indian Ocean Islands with 190 weekly flights.

"We were the only carrier to continue operating to Africa throughout the Covid-19 pandemic and its immediate aftermath. This has put us in a favourable position to grow our services across the continent as economies begin to expand again and more people start travelling," says Hendrik du Preez, Vice President for Africa.



Lufthansa Group appoints Kevin Markette new General Manager for East Africa



- New General Manager for Lufthansa Group in East Africa now positioned in Nairobi.
- Lufthansa increasing flight schedule to Nairobi to daily.
- Important strategic region for the Lufthansa Group.

The Lufthansa Group is re-affirming its commitment to East Africa by relocating the commercial responsibility for the passenger business back to Kenya. With this step, effective 01 March 2023, Lufthansa Group appointed Kevin Markette as the new General Manager for the East African region. This encompasses Kenya, Ethiopia, Uganda, Rwanda, Burundi and Tanzania.

Lufthansa increases capacity to East Africa with additional Nairobi flights

As global travel continues its significant recovery path, the increasing demand for further capacity is felt throughout various markets worldwide. Effective from 03 June 2023, Lufthansa will expand its current connection from Frankfurt, Germany into Nairobi for the summer flight schedule from five to seven weekly flights.

The additional flights will arrive from Frankfurt in Nairobi at 20:30 on a daily basis and the returning flight will depart each evening from Nairobi at 22:25 (local time). At the same time, the four weekly flights between Frankfurt and Mombasa which are operated by the Lufthansa Group's leisure carrier Eurowings Discover, shall be maintained for the summer flight plan, bringing the total capacity offered between Kenya and Germany to eleven weekly flights.

Important strategic market for the Lufthansa Group
Lufthansa Group has a strong commercial focus on leisure destinations in the region and already offers three East African destinations through its Eurowings Discover network: Mombasa, Zanzibar and Kilimanjaro.

Royal Air Maroc Schedules Thousands of Seats for Moroccan Pilgrims during Hajj



Morocco's national carrier Royal Air Maroc (RAM) has announced its latest round of flights, offering more than 61,000 seats on 100 flights connecting several Moroccan cities to Jeddah and Medina.

For this year's Hajj season, which will run from June 2-22, 2023, RAM has scheduled in total 33,000 seats on 54 flights operated by the company's

aircraft as well as by two other aircrafts with an average capacity of 350 seats each, RAM said in a statement.

As for the Ramadan Umrah operation, which runs from March 18 to May 4, RAM is set to schedule 28,000 seats on flights operated by its own aircrafts as well as by another aircraft with a capacity of 436 seats.

RAM indicated that the three additional wide-body aircraft have been chartered from internationally renowned airlines.

Direct flights will be scheduled from the following Moroccan airports Casablanca, Rabat, Tangier, Oujda, Fez, Marrakech and Agadir to Jeddah and Medina.

Additionally, RAM has increased its human resources capacity, particularly in Moroccan airports as well as in Mecca, Jeddah, and Medina, to help Moroccan pilgrims and streamline the processes and steps related to transportation.

About Hajj and Ramadan Umrah Hajj is an Islamic religious pilgrimage to Mecca, Saudi Arabia, attended by up to three million pilgrims annually before the pandemic. Hajj begins on the eighth day of the twelfth and last month of the Islamic calendar and ends by the 13th day.

Umrah is also a pilgrimage to Mecca that can be taken at any time of the year. It can be combined with Hajj or taken independently. Umrah can be completed in a few hours compared to Hajj, which may take several days. It is obligatory for every Muslim once in their lives, provided they are physically fit and financially capable.

2ND

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The game changer in medical service deliveries for Africa

By Vincent M. Mupenzi
v.mupenzi@theaviator.co.ug



Zipline International Inc. is an American company that designs, manufactures, and operates delivery drones. Founded in 2011 under the name Romotive, the company first gained notoriety as the maker of Romo, an iPhone-powered robotic pet, before CEO Keller Rinaudo decided to seek a product that would have a greater social impact. Soon he and Zipline cofounders William Hetzler and Keenan Wyrobek were scouring the developing world to learn how drone-based logistics could help save lives.

Zipline operates distribution centers in Rwanda, Ghana, Japan, the United States, and Nigeria, Ivory Coast and Kenya. As of April 2022, its drones have made over 20 million miles of flights across 275,000 commercial deliveries.

The company's drones deliver whole blood, platelets,



frozen plasma, and cryoprecipitate along with medical products, including vaccines, infusions, and common medical commodities. As of September 2021, more than 75 percent of blood deliveries in Rwanda outside of Kigali use Zipline drones. In April 2019 in Ghana, the company began using drones to deliver vaccines, blood, and medicines. In addition, during the COVID-19 pandemic in 2020, the US Federal Aviation Administration (FAA) granted a Part 107 waiver to Zipline's partner organization Novant Health for the delivery of medical supplies and personal protective equipment (PPE) to medical facilities in North Carolina.

The company also offers delivery services for non-medical products as well, providing examples on its website for restaurants, groceries, convenience shopping and e-commerce. Zipline's footprint in Africa has seen it establish business partnerships in Rwanda, Ghana, Nigeria, Côte d'Ivoire and now Kenya where it seeks to carry an industrious technology-driven transformation in the health sectors.

Zipline's Footprints in Rwanda

Zipline began its operations in Rwanda in 2016 following the signing of a deal with the Rwandan government to build a distribution center near Muhanga, and begin commercial operations that same year enabling the company to become the National Drone Service provider for Rwanda.

In 2018, the Rwandan government signed a new deal to build a second distribution center near Kayonza and expand Zipline's service to include smaller health centers

in addition to hospitals and deliver vaccines and other medical products as well as blood products. The idea was to use Zipline to shore up Rwanda's healthcare supply chain, address malnutrition and support the country's eco-tourism industry, according to Rwanda Development Board CEO Clare Akamanzi, who touted this as a "national drone service."

Deliveries include medicine, medical supplies, nutrition and animal health products. It also gives any government agency access to Zipline's services, including the Ministry of Agriculture and Animal Resources, the Ministry of Information Communication Technology, the Rwanda Development Board, the Rwanda Medical Supply and the National Child Development Agency.

Zipline has an ambition of completing nearly 2 million instant deliveries and fly more than 200 million autonomous kilometers in the country by 2029. Zipline's plans for Rwanda include scaling up to a wide range of medical products, including emergency rabies vaccines; drugs to treat HIV, tuberculosis, and malaria; contraceptives; and diagnostic test kits.

Impact in Ivory Coast

Following Zipline's accord with the Ivory Coast's Ministry of Health in November of 2021, the Instant Logistics specialist embarked on delivering vaccines, medication, blood products, and other medical supplies to health facilities across Ivory Coast, a nation of 26.4 million people. The Agreement involved the construction and operation of four distribution centers, from which an array of medication, treatments, and materials would be stored and dispatched on demand to over 1,000 health facilities around the country.

The agreement also called for Zipline to serve as the unique supplier to selected health facilities in many remote regions of the country, an arrangement that sought to create faster, more efficient, and economical distribution



of medical supplies to them. Additionally, the company would offer its support to all Ivorian organizations running emergency response services.

Deployments in Ghana and Nigeria

In April 2019, Zipline opened its first four planned distribution centers in Ghana to supply 2,500 health facilities. The fourth Ghanaian distribution center became operational in June 2020. In May 2021, Bloomberg reported Zipline would be delivering vaccines to Cross River State and Northern Kaduna State in Nigeria

Expansion to Kenya

On the 16th Feb 2022, The global leader in instant logistics, Zipline, and Kisumu County, a member of the Lake Region Economic Bloc (LREB) executed an agreement to see the leveraging of Zipline's industry-leading warehousing facility and autonomous aircraft technology for the storage and delivery of COVID-19 vaccines, blood products and other medical commodities to health facilities within the Kisumu County.

The agreement specified the establishment and operation of a Zipline distribution hub in Kisumu County that shall act as the base of operations for the Zipline uncrewed aerial system (UAS) and the Zipline services capable of serving health projects and facilities across 16 counties in western Kenya.

The Kisumu County Governor, H.E. Prof Anyang' Nyong'o highlighted significant efforts in improving the overall healthcare delivery of his people and that the mission of achieving universal health coverage in Kisumu was on course with the historic Zipline partnership which shall ensure that no one is left behind as a result of their location.

The Chairman of LREB and County Governor of Kakamega commented on the partnership as a commitment to deliver an aggressive agenda of building a robust health delivery system that will not only serve a few but the vast majority of people within LREB Counties. They noted that Zipline's technology is one we can resort

to in accelerating the transformation of our health systems to provide timely healthcare solutions to the people on whose mandate they serve.

The CEC of Health, Dr. Gregory Ganda was also happy to note that working with Zipline is one step towards reducing operational inefficiencies that inhibit access to universal healthcare in Kenya and the region. Keller Rinaudo, co-founder and CEO of Zipline highlighted how automation and on-demand delivery can transform healthcare systems to make them more efficient, effective and equitable. The CEO noted how Zipline's expansion into Kenya, the seventh country to embrace Zipline Services, in partnership with Kisumu County, was a pivotal step forward towards expanding the benefits to more communities around the world.

The Senior Vice President for Zipline Africa, Mr. Daniel Marfo, also assured that Zipline will expedite the distribution hub construction process to ensure that access to healthcare for life-threatening illnesses and vaccines is achieved rapidly.

Following the start of Zipline's UAS delivery operations from its distribution hub in Kisumu County, the parties will collaborate in a project operations phase, in accordance with standard operating procedure and terms of service with the objective of providing medical commodities including COVID-19 vaccines doses to health facilities within the operational area.

Zipline's mode of operation

The company designs and manufactures its drones, and builds and operates its distribution centers, which also serve as a drone airport. Medical staff at remote hospitals and clinics place orders with Zipline, a fulfillment operator receives this order and prepares the medical products into a special delivery package with a parachute.

A Zipline flight operator then packs the medical products into a drone and performs pre-flight checks. The drone is then launched with a supercapacitor-powered electric catapult launcher and accelerates from 0 to 70 miles per hour (0 to 113 km/h) in 0.33 seconds.

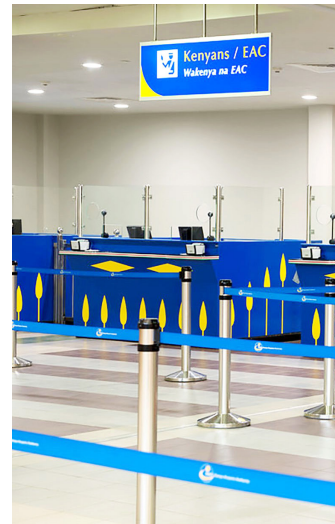
The drone then flies itself to its delivery site while a remote pilot at each distribution center monitors all drones in flight. The drone descends to 20–35 metres (66–115 ft) before dropping the package under a paper parachute. A payload can land within a 5 m (16 ft) diameter landing zone.

The drone then returns to the distribution center and lands by its tail hook catching an arresting gear, similar to airplanes landing on an aircraft carrier. A Zipline distribution center can deliver medical supplies reliably anywhere within 80 km (50 mi), even accounting for mountainous terrain and severe weather.

Zipline, which uses fixed-wing drones that have a greater range and are more resilient in bad weather than the more common multicopter models, is the first in the world to offer regular delivery of emergency medical products.



Kenya's aviation industry key for tourism sector recovery



By Evans Kimani
evans.kimani@theaviator.co.ug

The Ministry of Tourism, Wildlife & Heritage recently released its 2022 tourism and arrivals data. Kenya, which has been on the works to improve its tourism levels especially after the low downturn experienced during the 2019 COVID Pandemic. The country has consistently made efforts in the past two years to enable a quick and sustainable recovery. From the opening of the borders to easing many of the health restrictions, Kenya was able to record a relatively quick recovery than its other neighbors and other countries in the continent.

This was further facilitated by aggressive campaigns through advertisements and conventions as well as the use of diplomatic channels to ramp up its status as the ideal destination for business and vacation.

Visitor Arrivals

According to the government state department, Kenya recorded a total visitor arrival of 1,483,752 which coincided with a 70.45% increase from 2021 which had then recorded total arrivals of 870,465. The increase was mainly contributed by the lessening of restrictions by the countries around the world, which in turn encouraged the travel of the tourists into the country.

While August is traditionally the peak season for tourist arrivals, this year the country recorded a significant decline during the period due to the tensions rising from the general elections that were being held during that period. This was, however, quickly recovered in the preceding months with December recording the highest numbers due to the stability witnessed months after the general elections.

The arrival statistics of 2020 were at 72% of the 2019 levels, while their margin of 2019 had not been achieved yet, Kenya was well above the global recovery rate of tourism of 65%.





Role of Aviation in Kenya's recovery

Kenya's aviation industry accounted for 31% of the total tourism arrival, which was relatively higher than other modes of transport used in accessing the country. The two largest airports, Nairobi (NBO) and Mombasa (MBA) recorded an increased traffic of 64.97% and 65.9% respectively from their 2021 performances, with Mombasa's Moi International Airport (MBA/HKMB) being awarded the best airport by size and region by the Airports Council International (ACI).

Airport Performance; Landings

The Kenyan Airports recorded a total of 71,108 landings during the year which accounted for a 72% increase from the previous year (2021) of 45,022. The increase was mainly factored in by the increase of flight frequencies by existing scheduled and charter operators in a bid to counter the growing demand for passengers in the region. The international traffic's growth was however relatively slower due to the post pandemic effects and restrictions by some of the countries as well as the ongoing Russia-Ukraine War which hampered the flow of traffic in the general Eastern European region compiled with the aftershocks it has set in the global stage.



The Jomo Kenyatta International Airport led with 37,587 landings followed by the Moi International Airport (MBA/HKMO) with 10,071 landings. The other airports in the country such as Kisumu, Ukunda, Malindi as well as Eldoret accounted for an average of 35% of the total landings received in the country. Nairobi recorded a 44% increase from 2021 and is currently at 82% of the 2019 levels, thus showing the quick and steady recovery the country's largest airport continues to make.

The dedicated charter flights form a crucial pillar for the aviation and tourism industry for the country. With Mombasa being the key market for these designated flights, the airport recorded a total of 530 landings from charter operators, of which were covered by 7 operators. Mombasa Airport handled 49,210 passengers from charter flights, and this was mainly contributed by the increasing demand from the European Union which saw the increase of flow of tourists into the region.

Passenger Arrivals; Landings

The total arrival passengers in the country recorded was 3,219,141 which accounted for 78% of the 2019 numbers of 4,102,928. Of the total passengers recorded, International Arrivals were 2,263,841, domestic arrivals at 913,208 while transiting passengers were at 42,092.



Conclusion

Kenya demonstrated the importance of linking aviation to the tourism agendas as part of the growth in the crucial sector. Through the policies it created that focused on safety and sustainability, the country has recorded a significant recovery that is set to continue through the year 2023 and beyond. However there remains a need to boost the total International arrivals from African countries for business and holiday activities. By improving visa policies by other African countries, as well as the implementation of the Single African Air Transport Market (SAATM). This will enable the frequencies to increase into the country and will enable the diversification of the tourist and aviation markets in the country.

Furthermore, the Kenyan government needs to erase and control the protection policies it has enhanced in the aviation industry to enable more airlines to serve its crucial Mombasa and Nairobi cities as this will enable more options for international travelers seeking to visit the country. The more carriers serving the country shall also spur the competition needed by the airlines in the region to evolve and provide better and more sustainable services to its customers.



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Interview:

Fiona Omondi

Chief Strategy Officer at Tradewinds Aviation Services Ltd

By Harriet James

Qn: What inspired you to join aviation?

I got exposed to the aviation industry at a very young age, and that is where my interest and passion for aviation was ignited. Growing up I already knew that I wanted to be an aviator like my father. After high school he guided me on which courses I should take in order to join the industry.

Qn: How was the journey getting up there like?

I am the only woman in senior management, thanks to my recent promotion and I can tell you that my journey has been bitter sweet, but with encouragement and guidance from my mentors like my father Hon John Omondi and others in the industry, I have been able to overcome this challenges and secure this senior position.

Qn: What does your job entail?

As a key member of the Network Executive Leadership Team, I work closely with the CEO, organizational leaders, and the Board to develop and execute the organization's strategic plan and organizational initiatives.

In addition, I am also responsible for assessing whether strategic initiatives, at all levels of the organization, are in line with the company's standards and objectives.

Qn: You are the cofounder of Kenya Chapter of Women in Aviation International, What does the organization do?

Kenya chapter of Women in Aviation International is a non-profit organization dedicated to providing networking, education, mentoring and scholarship opportunities for women who are striving for challenging and fulfilling careers in the aviation and aerospace industries. We provide members with scholarships through our mother Company Women In Aviation International which helps students advance their Aviation training be it in flying or engineering,





which supports growth and development for its members throughout their career journey.

Qn: What's been its impact in increasing the number of women in the industry?

Under Women in Aviation Kenya Chapter banner we have been able to help members secure attachments, internships and employment here in the country and abroad.

Qn: What is the journey of the aviation industry when it comes to women? Is gender still holding women back in the aviation industry?

Gender is holding women back in every industry and aviation is no exception. But it is not all gloom and doom, there are some success stories that I must mention. Collins Aerospace- Morocco and the South African Civil Aviation Authority (SACAA) are organizations that have the 50- 50 gender rule policy. SACAA has equally taken this cause further by ensuring that at the highest decision- making structures of the Regulator, women representation is 50/50.

We also had the International Civil Aviation Organization (ICAO) 41st Assembly where Ms. Poppy Khoza, the Director of Civil Aviation at the South African Civil Aviation Authority, was unanimously elected by the ICAO Member States to serve as President for the 41st Assembly that consists of delegates from 193 countries. This serves as another stride forward in the transformation of gender roles in leadership and the development of women.

Qn: How can we close the gender gap in aviation?

I always say in everything we do in order to successfully accomplish it, we must be INTENTIONAL, leaders cannot participate and not be in the intention. When we are talking about gender equality, it's not about organizations coming up with policies just to tick the box then shelving them to gather dust. Intention is informed by Policy and

infrastructure.

Top management in organizations should commit to sensitize employees through awareness training and brainstorming sessions, to help them understand, eliminate or mitigate biases and stereotypes during recruitment, promotions and training opportunities, in order to increase the talent pool of women.

Organizations should also encourage and prepare women for senior manager positions through training, shadowing, foster coaching and mentoring with a keen eye on gender equality and share best practices which include policies that encourage work and life balance, for instance there should be a plan on how women who decide to start a family on their return from maternity leave, seamlessly get back into the system so that they do not feel neglected and that their career has come to a standstill.

We should increase outreach to girls on STEM, with a focus on technical studies, exposing the girl child from a young age on these subjects leads to them taking up aviation careers. The stakeholders in the aviation sector should work towards promotion of the sector to youth, facilitating access to education by ensuring equal opportunity for girls and boys. These are attractive measures to attract and retain women in aviation and STEM related careers.

Qn: How can we develop women leaders in aviation?

Top management in organizations should commit to sensitize employees through awareness training and brainstorming sessions, to help them understand, eliminate or mitigate biases and stereotypes during recruitment, promotions and training opportunities, in order to increase the talent pool of women. Organizations should also encourage and prepare women for senior manager positions through training, shadowing, foster coaching and mentoring with a keen eye on gender equality and



share best practices which include policies that encourage work and life balance.

Qn: Talk about the awards that you have won. Which ones are they and how have they impacted your career?

I am very passionate about what I do and I never expect something out of what I do but by God's grace and favour it has led to the below recognitions.

I was the winner of the Women In Aviation International Dorothy Hilbert Chapter volunteer of the year award 2022. The award is presented to a chapter member who has served her chapter honourably over time. A member whose selfless service is fueled by desire to share their love and passion for aviation with others, to help them achieve their aviation goals and dreams. I was also a nominee of the 2022 IATA Diversity and Inclusion Award under the High Flyer category.

Qn: Your parting shot with regards to women in aviation and the world women's day.

In conclusion, I would like to point out that it has been proven time and again that gender diversity has a positive net impact on a company's bottom line. In a New York Times article I read a while ago, it states that increasing the percentage of women from 0 - 30% in management positions has a direct impact by improving profitability by 15%.

I would also like to appreciate all men who have held a woman's hand, mentored through her career in this industry or given a woman a fair opportunity towards a promotion, we applaud you. To my fellow women, be confident, be your authentic self, Champion your achievements, celebrate or wins and when you make it to the top please send the elevator down for the next woman. Happy Women's Day!!!

"We can't pray or wish for diversity. We need intervention, attention, mentorship and development of those minorities to ensure all are represented in our organisations" Indra Nooyi.





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How Technological Advancements is Enhancing Efficiency in the Ugandan Airspace

The move was aimed at enhancing efficiency; saving time and costs incurred by air operators and other users of the air transport system.

By Sarah Achen Kibisi
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Technology is changing so fast in the aviation industry that airports and regulators have to invest heavily in new and more efficient facilities and equipment for provision of services in order to remain competitive.

The Ugandan aviation industry is no exception to this global village trend and Civil Aviation Authority (CAA) has hit the ground running with adoption of various innovations and investments in modern and next generation technologies that match the demands of airlines and passengers.

The move was aimed at enhancing efficiency; saving time and costs incurred by air operators and other users of the

air transport system. While some of the advanced technologies are already in place.

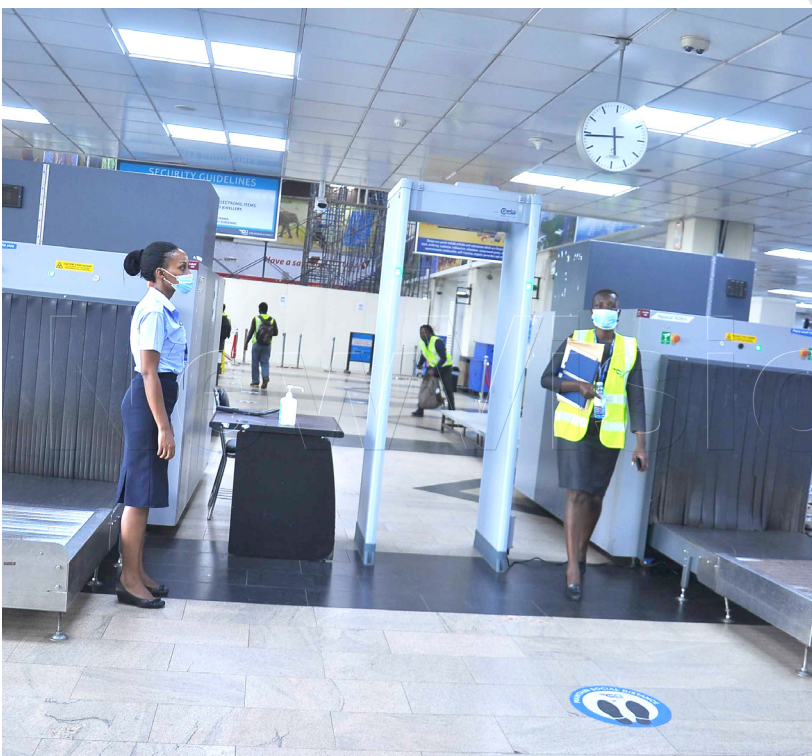
Uganda has started to enjoy the fruits of a US Dollar 9.5 million grant from the Korea International Cooperation Agency (KOICA) for a three year project for automation of Entebbe International Airport. This has now helped to improve in Flight Procedures efficiency. The current Flight procedures are under review by experts from Korea seeking to ensure that we have shorter and more direct air routes in the Entebbe Flight Information Region.

The new improved procedure has reduced on the time spent by an aircraft flying within the Entebbe Area during approach, take-off and overflights.

The new flight procedures has also reduced on fuel burn and carbon emissions thus saving the environment, which has been adversely affected by climate change through global warming. Less aviation fuel burn has translated into cost savings for air operators while maintaining the save level of safety.

The positive developments have however required to be preceded with stakeholder engagement especially the air operators and military for harmonization of issues to do with routes close to prohibited areas and ensuring enhanced Civil-Military coordination.

The automation has also led to improvement in flight plan coordination and exchange of aeronautical messages and data through delivery of an Air Traffic Services Message Handling System (AMHS) for Entebbe and some upcountry aerodromes at Soroti, Gulu, Arua, Kasese





and Nakasongola.

Another key milestone is improvement of surveillance of the Ugandan airspace with introduction of new next generation (NEXTGEN) surveillance technologies such as the Wide Area Multilateration (WAM) and Automatic Dependence Surveillance-Broadcast (ADS-B), which has addressed surveillance gaps up to the ground level in airport areas and detection of low flying aircraft that are far from Entebbe. It has also fully addressed Air Traffic Management (ATM) requirements for modern aircraft using the Ugandan airspace.

Already in place is the automation of the Aeronautical Information Management processes at Entebbe International Airport to enable automated management of flight plans, notices to airmen (NOTAM) and electronic Aeronautical Information Publications.

The new system has led to efficiency and reduction in costs incurred by air operators. Pilots and other airspace users now enjoy the convenience to perform flight planning and self-briefing using any web enabled device as all products and services provided by AIS can now be accessed online.

At the regulatory level, there is a tremendous progress in relation to management of drones in the Ugandan airspace. While Drones and or Remotely Piloted Aircraft Systems (RPAS) present many benefits to the users such as professional filming, photography and delivery of mail, among others, they also pose national security and safety concerns to other authorized users of the airspace.

Some of the possible dangers include accidental collision of drones with passenger aircraft and misuse including breach of national and other people's privacy. This calls for stringent and effective regulations in place for proper management of this versatile technological

advancement.

Besides technology, several infrastructural projects have been setup and running. A new 100,000 tones capacity Cargo Centre is ready in use. Cargo volumes grew from 6,600 metric tons recorded in 1991 to 59,000 tons at the turn of 2016. Projections put the tonnage at 172,000 by 2033.

The new 100,000 tones capacity Cargo Centre will be a self-contained facility with a Parking Apron, landside and airside access roads, cooling facilities, a Freight Forwarders Parlor and ancillary business outlets. It is part of the US Dollars 200 million loan to Uganda by China through the Exim Bank of China. Part of the loan will be used to re-surface the Runways, Taxiways and strengthen and expand the Aprons under the same contractor, China Communications Company (CCCC). The supervising Consultant for the projects is Dar Al – Handasah Shair & Partners.

The existing Passenger Terminal building was opened in 1974 for peak hour traffic of 250 arriving and 250 departing passengers. The Terminal got some limited improvements as the country prepared for the Commonwealth Heads of Government Meeting (CHOGM) in 2007, elevating it to the current capacity of 410 arriving and 360 departing passengers. The National Aviation Master Plan projects 930 arriving passengers and 820 departing passengers during peak hours, by 2033.

With a 7.5 percent average growth, international passenger traffic is expected to be at 1,696,660 passengers through Entebbe. The expansion is critical in providing for the growth and ensuring a good customer experience.

Credit: UCCA

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IATA's "Focus Africa" initiative to strengthen aviation's contribution to African development

IATA is launching "Focus Africa" to strengthen aviation's contribution to Africa's economic and social development.

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Focus Africa Initiative

The Focus Africa Initiative seeks to develop a safer, more secure, and a better-connected continent, driven by a diverse, skilled workforce to unleash aviation's potential and unlock the commercial and economic opportunities that will help grow the industry across the continent. To enable tangible and sustainable progress in response to African aviation's most pressing challenges, Focus Africa will intensify efforts and step-up activity in six key areas:

The six focus areas are:

- Safety: Improve operational safety through a data driven,

collaborative program to reduce safety incidents and accidents, in the air and on the ground.

- Infrastructure: Facilitate the growth of efficient, secure, and cost-effective aviation infrastructure to improve customer experience and operational efficiency.
- Connectivity: Promote the liberalization of intra-African market access through the Single African Air Transport Market (SAATM).
- Finance and Distribution: Accelerate the implementation of secure, effective and cost-efficient financial services and adoption of modern retailing standards.
- Sustainability: Assist Africa's air transport industry to achieve the "Net Zero by 2050" emissions targets agreed to by industry and the UN's International Civil Aviation Organization (ICAO) member

states.

- Future Skills: Promote aviation-related career paths and ensure a steady supply of diverse and suitably skilled talent to meet the industry's future needs.

Focus Africa will also improve connectivity, safety and reliability for passengers and shippers.

Willie Walsh, IATA's Director General highlights that Africa accounts for 18% of the global population, but just 2.1% of air transport activities (combined cargo and passenger). Focus Africa is all about closing that gap, so that Africa can benefit from the connectivity, jobs and growth that aviation enables.

Infrastructure constraints, high costs, lack of connectivity, regulatory impediments, slow adoption of global standards and skills shortages affect the customer experience and are all contributory factors to African airlines' viability and sustainability.

The continent's carriers suffered cumulative losses of \$3.5 billion for 2020-2022. Moreover, IATA estimates further losses of \$213 million in 2023.

Delivering on Africa's Opportunities

Sustainably connecting the African continent internally





and to global markets with air transport is critical for bringing people together and creating economic and social development opportunities. It will also support the realization of the UN's Sustainable Development Goals (UN SDGs) for Africa of lifting 50 million people out of poverty by 2030. In particular, trade and tourism rely on aviation and have immense unrealized potential to create jobs, alleviate poverty, and generate prosperity across the continent.

Africa has a solid foundation to support the case for improving aviation's contribution to its development. Pre-COVID aviation supported 7.7 million jobs and \$63 billion in economic activity in Africa. Projections are for demand to triple over the next two decades.

Yvonne Makolo, current CEO of RwandAir and first female Chair of the IATA Board of Governors (2023-2024) reiterates that Africa stands out as the region with the greatest potential and opportunity for aviation. The Focus Africa initiative renews IATA's commitment to supporting aviation on the continent. In her capacity as the incoming Chair of the IATA Board of Governors, and the first from Africa since 1993, Yvonne looks forward to ensuring that the Focus Africa initiative gets off to a great start and delivers benefits that are measurable.

IATA's Director General Willie Walsh on the other hand emphasizes that the limiting factors on Africa's aviation sector are fixable and the potential for growth is clear. The economic boost that a more successful African aviation sector will deliver has already been witnessed in many economies. With Focus Africa, stakeholders are uniting to deliver on six critical focus areas that will make a positive difference. IATA will measure success and will need to hold each other accountable for the results to be realized.

Source: IATA



Willie Walsh Director General - IATA



Yvonne Makola, CEO RwandAir

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SIGNS ONE OF THE LARGEST AIRCRAFT ORDERS IN AVIATION HISTORY

Paul Mwangi
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Tata group's Air India, which Tata group bought from the government in October 2021, placed an order of 250 aircraft from Airbus and 220 from Boeing totaling to 470 passenger aircraft, the biggest passenger aircraft purchase in aviation history. The deal surpassed a 2017 order by Indian rival IndiGo for 420 planes, and an order by American Airlines for 460 planes in 2011. At least prices the Air India order would be worth tens of billions of pounds, although the airline would also benefit from steep discounts typically available for very large orders.

The multi-billion dollar deals with France's Airbus and rival American plane-maker Boeing to buy 470 passenger aircraft is the largest commercial aviation shopping in history.

The deals were placed with support from the highest political levels. Indian Prime Minister Narendra Modi and French president Emmanuel Macron joined Tata family member Ratan Tata, Tata's chair, Natarajan Chandrasekaran and Airbus chief executive Guillaume Faury in a video announcement. The US president, Joe Biden also hailed the Boeing order.

The United States President Joe Biden in a statement noted that he was proud to announce the purchase of over 200 American-made aircraft through a historic agreement between Air India and Boeing. He emphasized that the purchase would support over one million American jobs across 44 states, and many will not require a four-year college degree. There is an option for Air India to buy 70 more aircraft from Boeing. The actual cost of the deal remains a tightly guarded secret.



Tata group's 250-plane deal with Airbus is for 40 A350 wide-body long-range aircraft and 210 narrow-body ones, believed to be variants of the A320neo family of jetliners. On the other hand, Airbus' chief executive Guillaume Faury together with Indian Prime Minister Narendra Modi, Former Tata Sons Chairman Ratan Tata, French President Emmanuel Macron and other leaders noted in a video conference that it was a historic moment for Airbus to help script Air India's revival.

"This contract is a milestone in the friendly relations between India and France," said Mr Macron at the conference, where Union Ministers Piyush Goyal and Jyotiraditya Scindia and Tata Sons chairman N Chandrasekaran also participated.

The A350 family has two versions; the A350-900, and the longer fuselage A350-1000.

Airbus says A350s fly efficiently on any sector from short-haul to ultra-long-haul routes up to 17,000 km, carrying 300 to 410 passengers



in typical three-class configurations, and up to 480 passengers in a single-class layout. Airbus' narrow-body aircraft include the A320 and A220 family of planes. Many airlines in India already fly the A320 family.

Air India is also likely to revamp its livery. Air India has so far committed \$400 million to refurbish the interiors of its entire wide-body fleet. Air India said these will incorporate the "latest generation seats and best-in-class inflight entertainment systems."

Tata group was founded in 1868 by Jamsetji Tata and owns renowned companies such as Jaguar Land Rover, software giant TCS, and Tata steel. Its subsidiaries include 29 listed entities with diverse interests in chemicals, hospitality, steel, automobiles and consumer goods.

Even with the new planes, Air India is only a small territory in the Tata Empire, which already controlled listed businesses with around \$250 billion in combined market capitalisation before buying the airline.

Tata is to combine Air India with Vistara, its existing joint venture with Singapore Airlines. The first batch of planes from Airbus is expected to arrive later this year. Boeing has yet to release a timeline for production and supply of the purchased aircraft.

India boasts being the world's largest diaspora with about 32 million Indians and those of Indian descent living abroad. Air India looks to capitalize on these figures as it invests in these large numbers of Indians living and working abroad to revitalize its aviation sector.





Reveals new destinations, resumptions and frequency increases at ITB Berlin 2023



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Qatar Airways drew major attention on the opening day of ITB Berlin 2023, the world's largest international travel and tourism trade show, as the World's Best Airline's Group Chief Executive, His Excellency Mr. Akbar Al Baker, unveiled new destinations, and announced flight resumptions and frequency increases during a press conference held on the first day of the exhibition.

Highlighting the success of the FIFA World Cup Qatar 2022™, Qatar Airways revealed its new sports sponsorship portfolio as well as a multitude of other projects and partnerships lined up for the year 2023, continuing on the path of bringing people together all while boosting the tourism industry in the State of Qatar.

H.E. Mr. Al Baker announced over seven new destinations planned for launch in 2023, including Chittagong, Juba, Kinshasa, Lyon, Medan, Toulouse, and Trabzon. Qatar Airways is also resuming flights to 11 destinations: Beijing, Birmingham, Buenos Aires, Casablanca, Davao,



Marrakesh, Nice, Osaka, Phnom Penh, Ras Al-Khaimah, and Tokyo Haneda.

Multiple destinations also saw frequency increases scheduled for the year 2023.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker noted that Qatar Airways is dedicated to enrich the global community which it serves. As the World's Best Airline, Qatar Airways is excited to offer more ways of bringing the world together, increasing

connectivity and bridging gaps within the travel industry. As it expands its fleet, network, partnerships and international presence, the company looks forward to working together to deliver sustainable growth and a compelling future for the industry.

The world-leading travel trade show, ITB Berlin, which is a central communication and marketing annual event, showcases a range of travel exhibitors from over 180 countries and five continents, providing over 160,000 visitors with information on new products, services and facilities in the tourism industry.

The following destinations are slated to receive an increase in flight frequency:

- Abuja – Port Harcourt – increased from two weekly flights to three
- Abuja – Kano – increased from three weekly flights to four
- Athens – increased from seven weekly flights to 14
- Belgrade – increased from five weekly flights to seven
- Berlin – increased from 11 weekly flights to 14
- Bucharest – increased from 10 weekly flights to 14
- Cairo – increased from 21 weekly flights to 28
- Copenhagen – increased from four weekly flights to seven, and 10 from winter season 2023/24

Finnair also operates 7 weekly flights, totalling 17 weekly in Copenhagen

- Denpasar – increased from 14 weekly flights to 21
- Dublin – increased from 12 weekly flights to 14
- Düsseldorf – increased from seven weekly flights to 11 for winter season 2023/24
- Edinburgh – increased from 10 weekly flights to 14
- Hanoi – increased from 10 weekly flights to 12
- Hong Kong – increased from 11 weekly flights to 14
- Khartoum – increased from seven weekly flights to 14
- Larnaca – increased from seven weekly flights to 14
- London Gatwick – increased from seven weekly flights to 10 (14 weekly flights for peak summer season)
- London Heathrow – increased from 42 weekly flights

to 45

- Madrid – increased from 16 weekly flights to 18
- Manila – increased from 17 weekly flights to 18
- Milan – increased from 16 weekly flights to 21
- Mogadishu – increased from three weekly flights to four
- Nagpur – increased from four weekly flights to seven
- Oslo – increased from seven weekly flights to 12 for winter season 2023/24
- Phuket – increased from 14 weekly flights to 21 for winter season 2023/24
- Saigon – increased from 10 weekly flights to 12
- Sarajevo – increased from three weekly flights to four for summer season 2023
- Sofia – increased from three weekly flights to four weekly flights in summer and five weekly flights in winter season 2023/24
- Stockholm – increased from three weekly flights to five for winter season 2023/24

Finnair also operates 7 weekly flights, totalling 12 weekly in Stockholm

- Taif – increased from three weekly flights to seven
- Vienna – increased from 10 weekly flights to 14
- Warsaw – increased from seven weekly flights to 14 from winter season 2023/24
- Yerevan – increased from seven weekly flights to 10
- Zagreb – increased from four weekly flights to seven
- Zurich – increased from 10 weekly flights to 14

A multiple award-winning airline, Qatar Airways was announced as the 'Airline of the Year' at the 2022 World Airline Awards, managed by the international air transport rating organization, Skytrax. It was also named 'World's Best Business Class', 'World's Best Business Class Airline Lounge', 'World's Best Business Class Airline Seat', 'World's Best Business Class Onboard Catering' and 'Best Airline in the Middle East'. Qatar Airways currently flies to more than 150 destinations worldwide, connecting through its Doha hub, Hamad International Airport, voted by Skytrax as the 'World's Best Airport' 2022.



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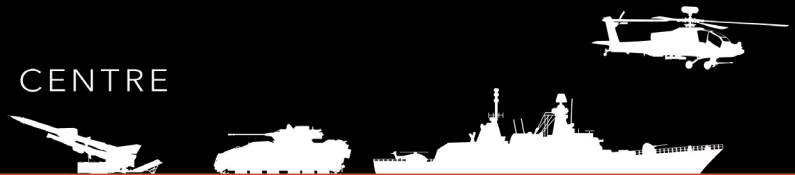


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THC TO EXPAND AW139 HELICOPTER FLEET TO BOOST SAR SERVICES, EMS AND CORPORATE TRANSPORT IN SAUDI ARABIA KINGDOM

John Isiko
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The Helicopter Company (THC) is a unique and exciting new endeavor conceived by the Public Investment Fund (PIF), offering a wide range of commercial helicopter services to enhance the aviation environment in the Kingdom of Saudi Arabia.

The company is engaged in aerial work, offering a wide variety of aerial work services including filming, banner towing and advertising, surveying and electrical work, Customized private charters, Tourism expeditions as well as emergency medical services (EMS)

The Helicopter Company (THC) has an ambitious plan of expanding the presence of the AW139 fleet adding six helicopters plus 20 options within the next 18 months. Once delivered, these latest aircraft will bring the THC's AW139 fleet to 49 helicopters Bestselling type in its category with nearly 1300 units sold, more than 290

customers in over 80 nations worldwide for the widest range of applications and over 170 AW139s sold to operators in the Middle East to date Rome, 08/03/2023

THC (The Helicopter Company) will further expand its fleet of Leonardo AW139 intermediate twin engine helicopters to reinforce search and rescue (SAR), Emergency Medical Services (EMS) and corporate transport in the Kingdom of Saudi Arabia.

At Heli-Expo 2023 (7-9 March) in Atlanta, Georgia, the Company announced its willingness to engage negotiations to procure additional six units to the existing fleet plus 20 options. By the time all these latest AW139s are delivered, THC will have a total fleet of 49 AW139s carrying out a range of missions including emergency medical service, search and rescue and corporate transport in the country. Gian Piero Cutillo, MD Leonardo Helicopters, said "We're pleased with the level of





confidence shown by a leading operator like THC in our technology and mission capabilities by this latest announcement of fleet expansion plan.

The AW139 is supporting their service capability growth programme for key missions, including SAR, EMS and Corporate transport and we're proud to play our role for the communities they will serve." The world's most important helicopter programme since its certification in 2004 and the bestselling type in its category, the AW139 has logged orders for nearly 1300 units from more than 290 customers in over 80 countries to date.

The fleet of more than 1130 units in service has logged in excess of 3.6 million flight hours to date. The type has proven extremely successful in the Middle East with over 170 units sold across the region for the widest scope of missions including corporate transport, emergency medical service, search and rescue, law enforcement, offshore transport, government duties. The AW139 delivers outstanding capabilities, technology and safety to meet stringent requirements from operators for tasks in harsh conditions to maximize effectiveness.

The type features state-of-the-art avionics with advanced navigation and collision avoidance systems to enhance situational awareness and reduce pilots' workload, unmatched speed, power margins and overall performance, the widest cabin in its category featuring high modularity for rapid reconfiguration, a unique 60+ min run-dry capable main gear box for enhanced reliability and safety and up to 1000 certified kits.

The Helicopter Company (THC)

The Saudi Public Investment Fund (PIF) established THC as part of its strategy to activate new sectors that meet the growing demands for commercial helicopters in Saudi Arabia. THC also supports the realization of Vision 2030 and generates long-term commercial returns. THC is the Kingdom's first and only commercial helicopter operator and has been operating since mid-2019.



KING AIR 260:

The world's leader in general aviation

Paul Mwangi
p.mwangi254@gmail.com

Originally called the Super King Air, The 260 is an Impressive eight feet longer than the C90 series which means you can carry two more people. At 12500 pounds maximum take-off weight, the airplane just touches the limit of what you can fly without a type rating. In the spirit of making it easy for pilots to step up through the product line, the 260 features the same Rockwell Collins Pro line fusion panel as the smaller C90 GTx. The new King Air 260 features Autothrottles from IS&S

The BEECHCRAFT KING AIR 260 turboprop sports an entirely redesigned cabin, complete with reshaped cabinetry, resculpted sidewalls and new seat design. The aircraft also provides a reduced pilot workload with digital pressurization and the advanced Innovative Solutions & Support THRUSTSENSE Autothrottle system. This versatile aircraft continues to provide the cutting-edge touchscreen avionics technology and even greater passenger comfort that you've come to expect from the King Air turboprop family.

The King Air 260 turboprop carries the versatility and reliability that the King Air family is known for, while delivering people where they need to go in unprecedented comfort. This allows you the flexibility to explore new horizons. According to Textron Aviation, the new King Air 260 "combines the platform's rich history of rugged reliability and versatility with state-of-the-art upgrades and next-generation capability, offering a greater ease of flying." The nine-passenger twin cruises at 310 knots with a range of 1,720 NM.



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- REDESIGNED CABIN**
The redesigned cabinetry, resculpted sidewalls, and seat design and layout provide a more comfortable cabin environment.
- GENEROUS STORAGE**
Large interior storage bins are located throughout the cabin for easy access.
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Counted on globally for critical missions such as surveillance, maritime patrol, flight instructor and air ambulance.
- 60 MILLION FLIGHT HOURS**
King Air has over 60 million hours of total flight hours in service.
- RUGGED LANDING GEAR**
The King Air 260's rugged landing gear is designed for high-altitude operations and can handle rough, unpaved runways.
- AIRSTAIR DOOR**
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CRUISE LONGITUDE

KING AIR 260 SPECIFICATIONS

Length	38.00 in.	965.28 cm
Wing Span	61.50 in.	1562.00 cm
Height	19.00 in.	482.76 cm
Wing Area	1,150.00 sq ft	106,700.00 cm²
Wing Loading	10.00 lb/sq ft	48.22 kg/m²
Empty Weight	5,500.00 lb	2,490.91 kg
Max Ramp Weight	11,500.00 lb	5,216.51 kg
Max Cruise Weight	10,000.00 lb	4,535.92 kg
Max Payload	6,000.00 lb	2,721.55 kg
Max Fuel Capacity	1,000.00 gal	3,785.41 l
Max Range	3,000.00 mi	4,828.03 km
Max Altitude	15,000.00 ft	4,571.83 m
Max Speed	300.00 mph	482.80 km/h
Cruise Speed	275.00 mph	442.59 km/h
Max Rate of Climb	3,000.00 ft/min	152.40 m/min
Max Fuel Burn	100.00 gal/hr	378.54 l/hr
Max Fuel Flow	100.00 gal/hr	378.54 l/hr
Max Fuel Consumption	100.00 gal/hr	378.54 l/hr
Max Fuel Burn Rate	100.00 gal/hr	378.54 l/hr
Max Fuel Flow Rate	100.00 gal/hr	378.54 l/hr
Max Fuel Consumption Rate	100.00 gal/hr	378.54 l/hr

ENHANCED PAYLOAD AVAILABLE

The King Air 260 is available with an enhanced payload option. This option allows for an additional 1,000 lbs of payload capacity. The enhanced payload option allows the King Air 260 to carry up to 7,000 lbs of payload, including passengers, cargo, and equipment. The enhanced payload option is available on the King Air 260 with the optional enhanced payload package. The enhanced payload package includes additional structural reinforcement, additional fuel capacity, and additional payload capacity. The enhanced payload package is available on the King Air 260 with the optional enhanced payload package.



A NEW CLASS OF AMENITIES

The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more.

CUSTOM COMFORT AND ENHANCED PRODUCTIVITY

The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more.



CONFIDENCE OF SIMPLICITY

The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more. The King Air 260 offers a new class of amenities, including leather seats, overhead storage, and more.

ADVANCE YOUR TRAINING

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- 100+ years of aviation training experience
- 100+ years of aviation training experience
- 100+ years of aviation training experience

FlightSafety

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HIGHLIGHTS FROM OUR SERVICE NETWORK

- 100+ years of aviation training experience
- 100+ years of aviation training experience
- 100+ years of aviation training experience
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IATA releases 2022 airline safety performance insights

The International Air Transport Association released its 2022 numbers detailing the performance record of its member and non-member airlines around the globe.



32.2 MILLION FLIGHTS

CONDUCTED IN 2022



By Evans Kimani
evans.kimani@theaviator.co.ug



The International Air Transport Association released its 2022 numbers detailing the performance record of its member and non-member airlines around the globe. The report, which is set to highlight the trends of the previous year and a 5-year average, highlights the gains made in enhancing the safety of airlines around the globe and further focuses on improvements needed to enable improvements in areas that may lack the standards set by the organization.

IATA recorded a significant reduction in the number of fatal accidents and fatality risks in commercial aviation sector in 2022. As compared to the year 2021 and the 5 year average spanning from 2018-2022 thus highlighting the steps taken by the sector in the various regions.

Safety Performance 2022.

The year saw a total of 5 fatal accidents which resulted in the loss of

life to passengers and crew members. This represented a rate of 0.16 per million sectors conducted by the industry. This was an improvement from 2021 and the 5 year average where there were 7 fatal accidents each, thus representing 0.27 and 0.20 per million sectors respectively.

The all-accident rate (fatal and non-fatal) was at 1.21 million per sector which was relatively low as compared to the 5-year average at 1.26 per million sectors and the year 2021 which was at 1.23 per million sectors.

2022 recorded its lowest levels of fatality risk since the 5-year average of 0.11 as compared to the previous 0.13, significantly reducing after the year 2021 recorded a 0.23 fatality risk, which was significantly higher at its period. However, an IATA member airline recorded 19 fatalities, which was Tanzania's Precision Air flight 494 which overrun the runway in Bukoba during its scheduled service from Dar Es Salaam on an ATR 42-500 plane.

The crash saw 24

passengers rescued and as investigations continue, IATA has put the spotlight on the turboprop operations in Africa and Latin America. This alert comes as turboprop aircraft accounted for at least 4/5 accidents that resulted in the loss of life which is 80% of fatal accidents in 2022 with the two regions as well as the Caribbean recording an increase. In addition to that, the accident rate of turboprop aircraft was at 1.47 per million sectors, which was an improvement from 2021 (1.77). This was however higher than the 5-year average of 1.12 per million sector flights.

IATA further indicated that a total of 32.2 million flights were conducted, of which only 5 were fatal thus showing the significant steps that the aviation industry has made to make flying safer. As per IATA statistics, flying has by far become the safest mode of travel due to the consistent legalization and strict adherence to safety that is required by many of the operators in addition to the training of personnel involved in the industry.

This comes as airlines part of the International Operations Safety Audit (IOSA) have recorded a 0.70 per million sector accident rate, which is 4 times higher than those who are not part of the Safety Audit (2.82 per million sectors). IATA analyzed that the current fatality risk stands at 1 flight for 25,214 flights for one to experience 100% rate



of fatal accidents, which was an improvement from the previous year of 22,116 flights.

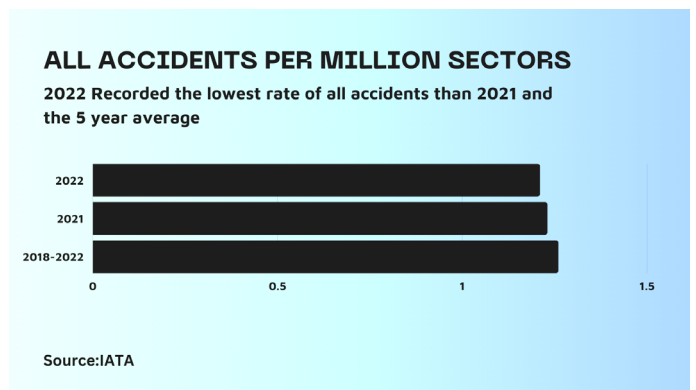
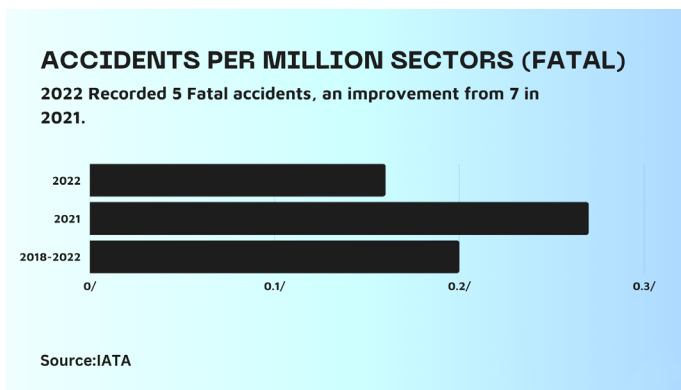
Through the report, it was noted that in Africa, 61% of the countries had an effective implementation of the ICAO Safety Related Standards and Recommended Practices (SARPS) which was a fundamental tool for increasing of safety standards and operations of the country's aviation practices.

Conclusion

As the aviation industry continues to be safer by the year, there remains the need to address concerns in regions such as Africa where the governments and other stakeholders need more cohesion to enable the needed ICAO standards to be implemented to enable growth of a healthy, vibrant and safe aviation sector in the region. Furthermore, ICAO and other civil aviation agencies should pay key concern to the trends of runway incursions and overruns that have occurred in various parts in the world and address the issues that may be causing these incidents to avoid them from evolving to a much grave situation.

With these issues at hand, the role of IATA, ICAO and all stakeholders in ensuring the safety of the industry is well recognized and continuously appreciated as the industry continues to recover.

Source: World Air Traffic Movement (March 2023)



Panasonic Avionics New IFE System: Astrova

By Evans Kimani
evans.kimani@theaviator.co.ug



which is mainly available in the current narrowbodies and widebody aircraft. The third generation, which is set to be a game changer in the Inflight Entertainment field has been revealed as the Astrova Series.

Panasonic Astrova Series

The Astrova series was debut during the Aircraft Interior Expo in 2022 and Qatar Airways signed to be the first airline to have the systems in the upcoming Boeing 777X in 2025. While the system is still in development, it is set to include several innovations that are set to take the industry by storm, which will in turn give its customers a much more futuristic, innovative and sustainable product to be used in the decades to come.

The Astrova boasts of its new light weight design, estimated to be 30% lighter than its previous generations due to its relatively thin design, a move that seeks to mimic the current generation of smartphones and home appliances used by the consumers. Furthermore, the screens are set to be the first to offer a 4K display which will



Panasonic Avionics Corporation is an organization which focuses on the design, installation and sales of inflight entertainment on commercial aircraft. The company, which was founded in 1979 as the Matsushita Avionics Corporation before its change to Panasonic Avionics Corporation in 2006, have designed and installed over 15,485 systems in 2544 aircrafts globally, making it the largest producer of Inflight entertainment. It is estimated that in at least 3 of every 5 aircraft one has flown with an overhead entertainment system or seat back system have been powered by Panasonic Aviation Corporation.

The company's products have been used by over 2.7 billion passengers since its first system installed on a Boeing 767-200 in 1980. The company has over the decades evolved its design offerings that have significantly enabled the passenger's journey to be seamless, comfortable and entertaining. Furthermore, their offerings have aided airlines and companies involved in the industry evolve their brands through the personalization of the entertainment systems to match up to their quality and market demands.

To this date the company has its 3 leading systems including the X Series, which has been continuously awarded for its in-flight capabilities, and the Next Series



enable the screens to have a higher color display which shall also have a High Dynamic Range (HDR) capabilities which will enable airlines to download the latest and high-quality entertainment into their screens as well as the creation of a 360-degree spatial audio effect. Through this, the company expects that the passengers' wellness and entertainment will enable them to be able to enjoy a 'cinematic' experience while on their flights.

Among the key improvements to the system is the increased use of the interface with the passengers' devices. This is as the Astrova now enables passengers to control their IFE Screens through their phones and to also connect their personal accessories such as earphones through Bluetooth thus giving the passenger more control of their experiences. The Bluetooth feature, which was initially updated on their Next series, shall see further improvements in the Astrova Series to enable more linkage and reliability during their flights.

The entertainment screens of the Astrova are also set to feature a 67W charging capability, and among the new innovations in the charging aspect, is the introduction of charging ports on every screens as compared to the current 2 ports per 3 screens ratio thus enabling passengers to charge their devices throughout the flight. As expected with the current trends, the screens are set to feature a USB-A & USB-C charging ports to enable all passengers to be catered for, regardless of their device.

The latest invention of the Astrova, which could be highly

crucial to the airlines using the systems, is the introduction of integrated LED lighting on the system. This is as aircraft and airline operators continue to use mood lighting effects on their aircraft to blend with the marketing of the airline, the Astrova screens shall now feature lighting capabilities on the screens that will enable airlines through the control of the crew, to control various lighting features on the screen to match the various durations of the flight, as well as to market the airline's livery on the screens during the flight.

The other key invention that will benefit the airlines is its modular design that enables the screens in use to be adaptive overtime. This is through continuous software updates as well as quick hardware changes that the airline may require to do which will in turn save the company costs of replacing the whole hardware system and instead replace a particular part during an upgrade of the cabin design.

Conclusion

As airlines continue to shelve their personal inflight entertainment systems and choose other methods such as WI-FI on personal devices among other methods, the importance of Personal Inflight Entertainment Screens will remain important in the next decades as they form as a key pillar to the experience to the users thus will influence their decisions when choosing to fly an airline. Thus, the innovations created by these companies in the in-flight entertainment industry remain critical to their stakeholders.

How financial turbulence is affecting the fast-growing aerospace sector

By Sarah Achen Kibisi
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Financial sector headwinds are creating fresh openings for private equity investments in aerospace, as suppliers' need for capital to meet soaring demand for planes and parts risks further turbulence.

Demand from aircraft manufacturing giants has soared on the back of surging global air travel following a pandemic-induced slump. Some of their suppliers rely on midsized banks for capital, and the collapse of Silicon Valley Bank and shocks to banks like First Republic Bank threatens tighter lending.

"While the overall economy may see slower growth or enter into a recession, aerospace suppliers need capital now to support the significant increased demand," said Charlie Compton, partner at Boca Raton, Florida-based AE Industrial Partners, a private equity firm specializing in investments in aerospace and other sectors.

Some small suppliers were already struggling to find capital to meet production demand for more planes and parts, so private equity firms, armed with record levels of cash, see opportunities to fill the gap. However, that could lead to an erosion of control for small family-owned suppliers. Regional banks play an outsized role in U.S.

commercial loans, JPMorgan analysts said this week, noting that 300 midsized banks account for about 43% of the nation's commercial loan stock despite having just 25% of banking assets. Anne Balcer, a senior executive at Independent Community Bankers of America (ICBA), which represents small U.S. banks, said she did not expect a slowdown in credit availability, but not all agreed.

"The bigger risk to the family- and founder-owned aerospace businesses we work with is their reliance on regional banks to finance their working capital and capital expenditure needs, beyond what their businesses can fund themselves," said Compton, whose firm has about \$5.6 billion in assets under management. Family-run supplier TNT Aerospace, based in Washington state, said it is running into challenges to get capital to expand the manufacture of

parts such as precision machined structural pieces to meet demand, President Aaron Theisen told Reuters.

TNT, which counts Safran SA (SAF.PA) and Triumph Group (TGI.N) as customers, got a tepid response from banks due to a weaker balance sheet last year. Theisen questioned whether Silicon Valley Bank's collapse "will further exacerbate the issues with stingy capital markets." He said he would not oppose a private equity investment, as long as he maintains control and the combination makes sense by lowering costs.

Private equity firms have record amounts of cash to put to work, with firms collectively holding an estimated \$1.96 trillion in dry powder at end-December, according to data from research firm Preqin, up from \$1.62 trillion in December 2021.

Richard Aboulafia, managing director at U.S. aerospace consulting firm AeroDynamic Advisory, has seen more private equity investments in small suppliers this year as they wrestle with rising rates and debt while trying to meet demand from planemakers Boeing Co (BA.N) and Airbus SE (AIR.PA).

Demand for aftermarket parts and repairs to keep planes flying is also up. Jefferies analysts expect a 16% rise in 2023 commercial aftermarket revenue, while Melius Research estimates commercial aftermarket core growth above 20%.

Global private equity deals among companies with aerospace portfolios rose to 216 in 2022, more than double 2019's figure and the highest in over a decade, according to Refinitiv data.

Higher interest rates and banking-sector turbulence "will result in more and better opportunities for private equity as a liquidity alternative to traditional bank products," added Mark Brooks, chief operating officer of Columbia, Missouri-based Permanent Equity, which has \$350 million in 30-year committed capital.

Permanent Equity wants to invest in repair stations and suppliers with large inventories of aerospace parts. In Canada, while bank loans remain accessible for small suppliers, rising rates have flattened real estate pricing. Some companies that used rising real estate valuations to generate capital are now turning to private equity, said Frédéric Loiselle, a partner at Montreal-based Thrust Capital which has about C\$100 million (\$72.84 million) in investments in small and medium aerospace suppliers.

Source: Allison Lampert (Reuters)





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ToLiss

Releases A320NEO for X-Plane

Renowned aircraft developer ToLiss has released their latest addition to the Airbus fleet, the Airbus A320NEO for X-Plane 11 and 12.

Bakalangudd Daniel
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The Airbus A320 started life in 1987 as Airbus' third commercial aircraft venture designed as a short to medium-haul airliner to compete with the very popular Boeing 737. Through much iteration including the shorter A318/319 and larger A321, the Airbus A320 family became Airbus' best-selling aircraft and in 2019, the A320 family became the highest-selling airliner of all time. In 2010, Airbus enlisted engine manufacturers Pratt & Whitney and CFM to help the existing airframe increase its range, efficiency, and even speed without redesigning a completely new replacement. In 2016, the first Airbus A320 New Engine Option or NEO for short first flew for testing in 2014. Since then, over 2600 A320 NEOs have been delivered.

The two engine options that are available to the A320 NEO are the CFM Leading Edge Aviation Propulsion (LEAP) engine, an engine closely modelled on the GEnx engine that powers the Boeing 747-8 and Dreamliner, and the Pratt & Whitney PW1000G, initially designed for the Mitsubishi SpaceJet which was cancelled in 2008 and the Airbus A220. These engines operate at a higher pressure than their predecessors, use composite materials and are up to 75% quieter than previous engines making the experience for the passengers even better.

Having previously developed the A319 and A321 for



X-Plane, ToLiss has finally completed the family by releasing the A320NEO. The release comes equipped with the standard of quality and depth you can expect from the seasoned developer with both PW1100G and LEAP 1A engines that have independent engine system modelling, an accurate model with a detailed cockpit along with animated seats, tray tables and windows, custom sounds courtesy of Turbine Sound Studios. ToLiss have included a plethora of custom-modelled Airbus systems including FlyByWire automation with support for alternate and direct law authority, custom FMGS, ADIRU, ECAM, fuel, hydraulic TCAS, and Weather and terrain radar systems.

The Airbus A320NEO also comes with other usability

functions that allow virtual flying easier in the way of a CPDLC system that allows you to communicate when flying online, Electronic Flight Bag that supports Avitab maps and includes weight and balance configuration and computation, take-off and landing performance calculator and interactive checklists. Other functionality includes autosaving, the ability to save aircraft state and situation and load aircraft state from four different start-up conditions, custom animated ground services and more than 210 individual failure modes to make flying even more challenging.

Plane Feature List

- Complex and full FMGS
- ToLiss Fly-by-wire and autopilot module, with support for Alternate and Direct Law
- Control Surface hinge moment modelling allows the surfaces to float to the appropriate position after the loss of all actuators
- 210 failure modes available.
- Custom TCAS with resolution advisory function
- Terrain on ND and Weather radar available
- Brake temperature model
- Hydraulics model with proper hydraulic flow computation
- Custom engine systems model
- Detailed model of each ADIRU
- Quantitative bleed system modelling affecting engine fuel flow
- Electrical system simulation with correct bus reconfiguration and load distribution
- Fire detection simulation for engines and APU
- Custom radio navigation computations including backup RADNAV tuning through the RMPs
- Custom air conditioning model supporting high altitude operations
- Flight warning system with ECAM actions supporting numerous system failure scenarios
- Custom indicating system including DMC and SDAC simulation.
- Multifunctional runway lights or classic landing light configuration.
- Detailed 3D cockpit
- Animated tray tables, cockpit seats and side windows
- Animated ground services for refuelling, pushback and deicing as well as cargo baggage loaders
- 3d exterior model with PWG and LEAP engine
- Custom sounds from Turbine Sound Studios (TSS) included for all engines
- Integration of X-plane 12 native rain effects
- Useability features: including situational loading and saving, Autosave, Aircraft State Loading, Jump to waypoint, Electronic Flight Bag, CPDLC with print function, Interactive audio control panel.

Source: thresholdx.net



DID YOU KNOW?

World's oldest flying Aeroplane



The oldest plane still flying in the world is the Bleriot XI. Where generations of aircraft have been built and retired in its wake, the Bleriot XI, one of the first planes ever, built in 1909, still flies in Hudson Valley, New York.

This plane is not made of steel and aluminum but slats of wood tied together by fabric and tightened by wire cables. The pilot should feel lucky to have gauges for air speed, gas, elevation, and oil pressure because that's ALL they have. To fly it, they sit on a wicker stool.

France's Louis Blériot was an integral force in aviation's pioneer era. From car headlamps to biplanes, the aviator, engineer, and inventor worked on developments across the transport spectrum.

Blériot's name was affirmed in history thanks to the aircraft on July 25th, 1909. He performed the first crossing of the English Channel with a plane on this date, traversing 40 km (25 mi) from Calais to Dover in 36 minutes and 30 seconds. He won £1,000 from the Daily Mail in prize money, which is over £83,000 today.

The Blériot XI first flew on January 23rd, 1909. It went on to perform a pioneering flight across the English Channel later that year. Despite the type first hitting the air 113 years ago, the aircraft is still airworthy today.

Pipistrel H2FLY Hydrogen Powered Aircraft



Paul Mwangi
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H2FLY was founded by five engineers from the German Aerospace Center in Stuttgart and the University of Ulm and is working to deliver to market the first qualified, fully hydrogen electric aircraft powertrain. By bringing hydrogen fuel cell technology to the next level, H2FLY will unlock the era of emission-free, sustainable air travel. The company develops hydrogen-electric propulsion systems for aircraft and is a global leader in the development and testing of such systems.

The HY4, the world's first hydrogen-electric passenger aircraft, first took off in 2016, demonstrating both the feasibility and potential of this technology for the aviation of the future. H2FLY has a powerful network of partners in industry and research, and is currently working to accelerate its technology development and commercialization with the support of German and European partnerships. In just a few years, hydrogen-electric aircraft are expected to be able to transport 40 passengers over distances of up to 2,000 kilometers (1,240 miles).

H2FLY, the Stuttgart-based company specializes in the development of hydrogen fuel cell systems for aircraft. The emission free hydrogen fuel cell technology enables a full electric drive better than battery systems. Zero emissions, just pure water flying emission free at low noise.

For more than 10 years, H2FLY has been researching, testing, and refining, resulting in the development of the HY4, a four seat aircraft with hydrogen-electric propulsion that first took flight in 2016. There have been several key milestones across the past two years.

In 2020, H2FLY was granted a permit to fly the latest generation of the HY4 aircraft, which featured a fully redundant powertrain architecture. Across more than 90 take-offs, the company successfully demonstrated the applicability of hydrogen-electric propulsion solutions in aviation. In 2021 the company signed a strategic partnership with aircraft manufacturer Deutsche Aircraft that will see the companies work together to fly a CS25 class aircraft powered by H2FLY's hydrogen fuel cell





technology.

The climate-neutral regional aircraft, which is expected to fly for the first time as a prototype in 2025, is planned to have a 2,000 km range and seat up to 40 passengers. Earlier this year, the company completed a cross-country flight, from Stuttgart, Germany to Friedrichshafen, covering 77 miles, marking the first time a hydrogen powered passenger plane has flown between two commercial airports. Also this year, the company set what is believed to be a world altitude record for a hydrogen-air-breathing aircraft, flying at 7,230 feet, confirming the company's position as a leader in this new category.

Following the integration of the new hydrogen storage system and fuel cells, the aircraft is planned to enter a rigorous programme of ground testing early in 2023 and is expected to be the world's first passenger aircraft to fly using liquid hydrogen. Prof. Dr. Josef Kallo, co-founder and CEO of H2FLY noted that passing the vibration and LH2-leakage tests marks a big step forward for delivering true zero emissions flight with increased range. He says the company has now been able to kick-start the mechanical integration process, drawing even closer to this next

exciting flight test phase.

H2FLY announced on 5th April 2023 that it had successfully passed liquid hydrogen on-ground filling tests with the newly developed liquid hydrogen tank which is integrated into its HY4 aircraft. The efforts are part of the European project HEAVEN, a consortium of five partners to demonstrate the feasibility of using liquid, cryogenic hydrogen-powered fuel cell powertrain in aircraft, led by H2FLY.

H2FLY has successfully passed the filling tests of the new liquid hydrogen storage system which is designed and supplied by its project partner Air Liquide based on H2FLY's requirements. The filling procedure took place in preparation for the forthcoming coupling tests in which the liquid hydrogen storage system will be coupled with the fuel cell system to form a complete hydrogen-electric powertrain. H2FLY led the test campaign on Air Liquide's Campus Technologies Grenoble, in Sassenage, France together with Air Liquide.

By reaching this milestone, the consortium demonstrates world-leading experience in liquid hydrogen refuelling operations and liquid hydrogen handling on board of an aircraft. Prof. Dr. Josef Kallo, co-founder and CEO of H2FLY reiterated that the successful on-ground filling tests marked the next milestone in the company's pursuit to doubling the range of HY4 aircraft. It is a critical step for the company's upcoming flight test campaign this summer, which will demonstrate the feasibility of liquid hydrogen as a fuel for medium and long-haul flight.

This filling milestone follows the company's announcement in November 2022 that it had started the mechanical integration of Air Liquide's liquid hydrogen tank into H2FLY's fuel cell-powered aircraft HY4 after the tank passed the vibration and LH2 leakage tests in September 2022.

Source: H2Fly





John Isiko
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Bell 505 is the latest-generation short light single-engine helicopter. The Bell 505 is powered by the Safran Helicopter Engines (HE) Arrius 2R engine featuring a first-in-class, dual channel Full Authority Digital Engine Control (FADEC) engine control that delivers exceptional performance along with a maximum cruise speed of 125 kts (232 kph). A first-in-class fully integrated Garmin G1000H NXi Integrated Avionics System delivers an unparalleled flying experience by greatly reducing pilot work load.

Bell 505 completed its first flight fueled solely by 100% Sustainable Aviation Fuel (SAF), marking the first-ever single engine helicopter to fly with 100% SAF. Bell collaborated with Safran Helicopter Engines, Neste, GKN Aerospace and Virent Inc. to make this Bell 505 flight possible.

Bell 505's Executive Vice President, Commercial Business Michael Thacker noted that the flight is a monumental achievement for sustainability and decarbonization in the rotorcraft industry, Showcasing a single engine aircraft's flight capabilities with 100% SAF signals Bell's commitment to alternative fuel usage and builds on its sustainability practices in its flight operations.

Valentin Safir, Executive Vice-President, Programs, Safran



Helicopter Engines said: “SAF is one of the key pillars in our strategy to decarbonize the helicopter industry. Our engines are certified to operate on up to 50% SAF and our objective is to certify in the coming years the use of 100% SAF, which can potentially result in carbon lifecycle emissions reductions by up to 80%.”

To achieve this flight, Bell collaborated with Safran Helicopter Engines, manufacturer of the Arrius 2R engine on the Bell 505; GKN Aerospace, the fuel system component supplier; Neste, the SAF supplier; and Virent, Inc., a Marathon Petroleum Corp. subsidiary that manufactures renewable fuels and chemicals. Safran Helicopter Engines and GKN Aerospace conducted thorough testing on the engine and fuel system components.

Neste and Virent collaborated to blend, test, and deliver the SAF for this project as a 100% drop-in fuel. SAF, made from used cooking oil or other bio-based feedstocks, typically must be blended with petroleum products because it doesn't include a component called “aromatics,” which is required to meet today's aviation fuel specifications. Virent manufactures an aromatics component made from renewable plant sugars, which was added to Neste's neat SAF, eliminating the need to blend SAF with petroleum fuel. The SAF supplied for this test flight by Neste and Virent is therefore a “100% drop-in” replacement for petroleum-based aviation fuel, requiring no engine modifications.

Bell's own training fleet and demonstration aircraft currently use SAF in their operations. The team continues to guide customer conversations around its implementation

and monitors SAF testing in a dedicated Bell 505 with Safran Helicopter Engines. This flight supports Textron's Achieve 2025 Sustainable Footprint goal for 20% reduction in greenhouse gas emissions across the enterprise, among other sustainability initiatives.

The Bell 505 is a five-seat aircraft designed for safety and efficiency while using the most advanced technology to date. The platform uses a fully integrated Garmin G1000H NXi avionics suite and Safran Arrius 2R engine with a dual-channel FADEC.

The Garmin G1000H NXi flight deck featuring dual 10.4-inch (26.4 cm) displays provides critical flight information for crews at a glance, enhancing situational awareness and safety. The reliability, speed, performance, and maneuverability of the Bell 505 helicopter is integrated with a flat floor, open cabin that is configurable for a wide variety of missions and payloads.

The spacious cabin can be configured to carry up to 4 passengers or configured for internal cargo missions by removing rear cabin seats and/or copilot seat. Passenger comfort is enhanced with a quiet and smooth ride along with a large rear cabin that provides ample legroom and headroom. Clamshell doors, located on the copilot side, open to a wide 55 inches (140 cm) to allow for easy ingress/egress from the aircraft.

Large rear cabin windows and wrap around windscreens in the cockpit provide excellent visibility for passengers and enhance situational awareness for the crew. These features combined with a proven and reliable drivetrain and rotor system make the Bell 505 a true multi-mission aircraft in the short light single-engine market.

The Bell 505 design team has developed the aircraft with direct input from a council of customer advisors representing expertise in all facets of the helicopter industry. The customer advisory council has participated in the aircraft design process since 2011 and has provided critical input to the following areas:

- Baggage capacity and access
- Engine and avionics suppliers
- Kit configurations
- Maintenance access
- Fleet integration
- Training requirements
- Operating economics
- Payload range capability
- Cockpit integration and situational awareness
- Cabin comfort
- Maintainability/supportability.

The platform is certified to the most recent TCCA, FAA and EASA Part 27 regulations as well as the first helicopter in its class to utilize MSG-3 to develop the aircraft maintenance plan.

Source: bellflight.com

Cirium's ten global capacity trends to watch in 2023

The aviation industry looks to continue on its path to recovering capacity levels. Below are the ten important capacity trends to watch in 2023 which are evident from published flight schedules for this year's first quarter. The insights gained here are based on schedule data sourced from Diio by Cirium.

Vincent M. Mupenzi
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1. United States; A drop in regional flying

For the opening quarter of 2023, US airlines are scheduled to fly 3% more domestic seats than they did in Q1, 2019. They will do so, however, while operating 10% fewer flights. This largely reflects a steep cut in regional flying, highlighted by a 17% drop for flights on routes of less than 600 miles. You can also see this shift to more reliance on mainline flying by looking at the average number of seats per departure. In Q1, 2019, this was 167. This quarter it's 177.



2. East Asia; recovery still needed but things may change

East Asia has seen a significant loss of long-haul flying. By looking at routes longer than 3,000 miles, the number of flights from East Asian airports this quarter is down 41% when compared to Q1, 2019. The decline for South Korea is 14% and Singapore 9%.



3. United Kingdom; Heathrow closer to full recovery

London Heathrow, Europe's busiest airport before the pandemic, is getting closer to full recovery in terms of flight activity. Q1 seat counts currently show a decline of around 5% from Q1, 2019. That's roughly in line with the shortfall at London's Stansted and Luton airports. Gatwick's Q1 seat capacity, on the other hand, is down 17% when compared to Q1, 2019.



4. Europe; airports are still less busy compared to 2019

All of Western Europe's major hub airports are still less busy now than they were four years ago. Paris De Gaulle's seats are down 13%. Amsterdam's decline is 17%. Frankfurt's decline is 23%. The largest western European airport market that's busier now than in 2019 is Lisbon. It's Q1 scheduled seats are up 12%. Other notable airports with an increase include Dublin, Paris Orly, Athens, and Malaga. However these are exceptions and the majority of Europe's top airports have yet to recover their pre-COVID capacity levels.

5. Frankfurt, Germany; factors behind the travel decline

Why has Frankfurt seen a steep 23% decline in capacity? One reason is that several leading low-cost carriers, including Ryanair, EasyJet and Wizz Air have left the city's main airport. Air China and Aeroflot have also dropped scheduled service to Frankfurt. Bankrupt SAS sharply downsized its Frankfurt operations. But most importantly, the Lufthansa Group will be 27% smaller this quarter, in terms of scheduled seats, than it was pre-pandemic. Germany also happens to be a heavy business market, at a time when leisure markets are doing best. Lufthansa and its subsidiaries also have substantial exposure to Asian markets that have been slow to revive. There was considerable Russia exposure as well prior to the Ukraine conflict.

6. Turkey; a growth and capacity success story

Turkey's largest airline market is enjoying an airline boom, with the city's main airport up 11% in seat capacity this quarter vs. Q1, 2019. Seats at Istanbul's secondary airport are up 2%. More impressive is the growth measured by seat kilometers, which also takes a flight's distance into account. Both of Istanbul's airports show ASK growth exceeding 20%, reflecting an increase in long haul flights since 2019. The market is benefitting from the growth of Turkish Airlines and Pegasus Airlines as well as Turkey's large tourist sector and advantages linked to increased economic ties with Russia.



7. India; nearly back to 2019 capacity levels

India's airline market is roughly back to where it was four years ago. Q1 seats are up 1%, while the number of flights is down 1%. The domestic market alone is a bit better, with seat counts up 5%.

8. Southern Hemisphere; mixed fortunes for now

Across the southern hemisphere, Latin America is showing strong recovery with Q1 seats up 7% from 2019, though that's on 4% fewer flights. Seats to and from Africa are up 2%, on 3% more flights. The situation is less upbeat in Australia and New Zealand, which are together down 16% in seats and 8% in flights. Those markets had high service levels to Asian markets which are slower to recover, like Hong Kong.

9. Middle East – seats are down but low-cost carriers are growing

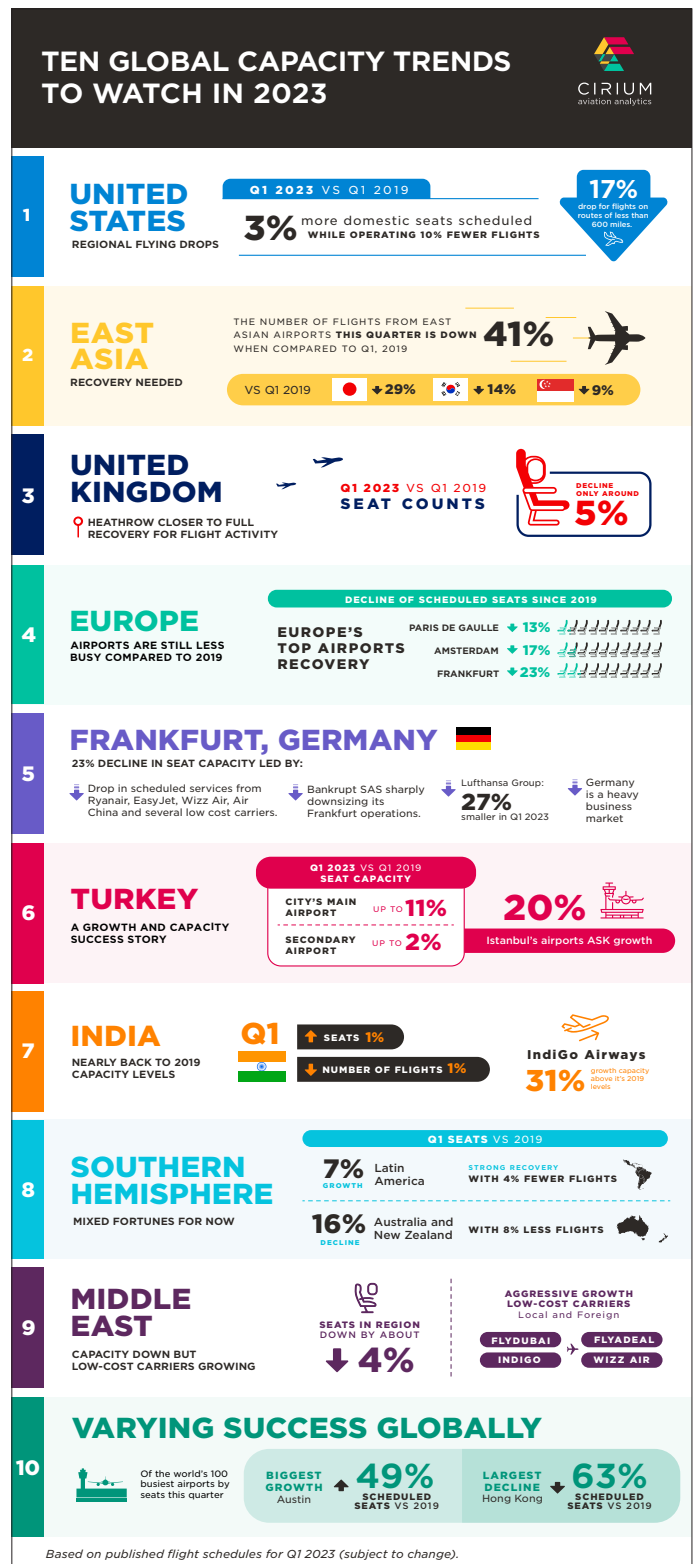
The dynamic Middle Eastern airline market has not quite recovered from the Covid crisis. Seats in the region are still down by about 4%. That is in large part because of double-digit contraction at leading Gulf carriers led by Emirates, Qatar Airways and Etihad. All are impacted by exposure to Asian hubs like Hong Kong and Shanghai. On the other hand, local and foreign low-cost carriers are growing aggressively throughout the Middle East, led by FlyDubai, Saudia's subsidiary Flyadeal, Europe's Wizz Air, and India's IndiGo.



10. Varying success for world's busiest airports

Of the world's 100 busiest airports by seats this quarter, Austin is the growth leader relative to Q1, 2019; its seat counts are up a stunning 49%. Next on the leaders list are Cancun, Cairo, Bogota, Denver, and Las Vegas. On the other end of the scale, Hong Kong remains at the bottom, with scheduled seats still down 63% from the pre-COVID era. Outside of Asia, Munich has the steepest decline (down 30%) among the world's top 100 airports.

Source: Mike Malik (Cirium)



Airliner BnB! Boeing 737 converted into rental holiday home

The plane includes room for four people to sleep and its own flight simulator with hot tub, bedroom in the cargo hold and flight simulator set up in the cockpit.



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Aviation fans can have the holiday of their dreams after an inventor painstakingly converted a 'retro' Boeing jet into a stunning Airbnb. The plane features original seating, overhead lockers and even a flight simulator in the cockpit.

The front half of the 737 airliner sleeps four and boasts a double bed in the cargo hold and a hot tub in an old jet engine cowling. Guests even have the chance to use the original onboard toilet.

Entrepreneur and university lecturer Steven Northam, 39, bought the 1960s Boeing 737-200 on eBay for £5,000 and converted it into a two-storey holiday home which you enter using airport boarding stairs. The plane cost him £15,000 to renovate over three months and he has named it the 'Marwell High Club' after the nearby Marwell Zoo. Mr Northam bought the 29ft-long, five-tonne front section



from Chichester College, West Sussex, where aircrew had trained using the simulator. He spent £3,000 transporting the 14 window-craft 50 miles using a haulage firm and a crane to a patch of land near his home near Winchester, Hampshire on the same road as Marwell Zoo.

He then worked 'fairly solidly' from 7.30am to 4pm on his project from July to September 2022 to make it a cosy place to stay. The married father-of-two is applying to Winchester City Council to rent the plane out as an Airbnb. It has two single beds on the top floor and a double bedroom in the baggage hold, with a glass window to let light in from above.

Mr Northam, a senior lecturer in business management at Winchester University, found old passenger tickets - from Monastir, Tunisia to Lyon, France tucked between the seats which revealed the Boeing belonged to the airline Tunisair - the national airline of Tunisia. He believes it is around 54 years old and was one of the first of its kind to be built. He said: 'It's a very old school plane. It's one of the very early ones - it's retro.'

Both the plane's passenger deck and the cargo hold have been converted to make room for guests. A double bed has also been built into the cargo hold with a window above to let light in. Plane seats have been fitted to create living space in the fuselage, and free Wifi is available for guests.

The initial Boeing 737 made its first flight in April 1967 and evolved through the years, with variants seating 85 to 215 passengers.

Mr Northam, who is also a business owner, admitted he knows 'absolutely nothing' about aeroplanes, but found the craft while scrolling through eBay and thought it was an 'interesting' opportunity for another venture. He has kept much of the original plane, using the passenger seats and signage inside while installing



WiFi, heating, a shower and an 'entertainment hub'. Mr Northam said: 'It was sat at Chichester College for ages, and they hadn't used it in a while. It just popped up on eBay - I have no idea what happened to the rest of the plane.'

'It seemed pretty cheap to me - it was a bargain for the scrap value alone.'

'I got a special haulage firm to move it here with a massive crane - it must have been quite a sight on the motorway. I had a fear of it getting here and just rolling over.'

'There are a few aeroplane-Airbnbs like this dotted around the world, but only a handful.'

'I have some aircraft-related films in the plane and cheesy aeroplane-themed cushions on the beds - all the stuff you would expect. The Airbnb has sleeping space for four people and a small kitchenette as well as the shower and toilet. The flight simulator in the cockpit has a 49in curved 4K screen installed for guests to enjoy. Mr Northam, a self-described 'big kid', also went the extra mile to install two 42' HD TVs and two Xbox Series S.'

There is parking space for two cars, a gas BBQ and an outdoor seating area - including the hot tub and another jet engine cowling which can be used as a seat. Mr Northam is no stranger to innovative projects he installed a microchip into his own hand in 2017 to act as a key to his car, home, office and now the Boeing too.

Due to the unusual shape, Mr Northam struggled to get furniture to fit. He said: 'The biggest challenge I had with it was that it's quite an unusual shape so it was hard to find stuff that would fit in here properly. He had to cut a lot of the wooden pieces to fit it. The shape of the fuselage is not quite circular, so that was a bit difficult to work with.'

Credit: Reuters



How Aircraft Crew Deal with Medical Emergencies

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A – Allergies; do they have any allergies?
M – Medication; are they taking any medication?
P - Previous history; do they have any medical conditions?
L - Last meal; what and when did they last eat?
E – Events; were there any events leading up to the illness/injury?

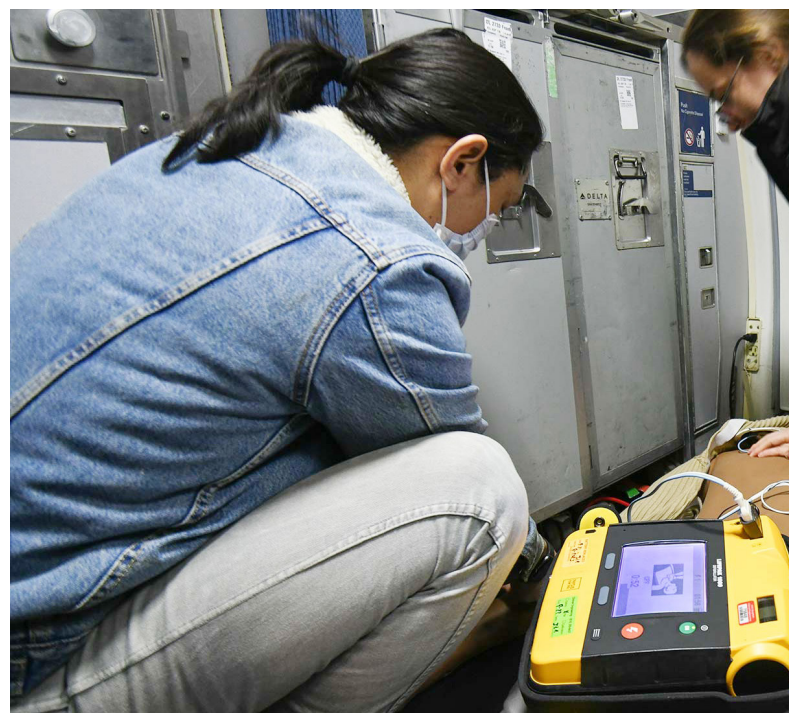
The second crew member will be the communicator and ask another crew (third crew member) to collect the first aid kits, resuscitation kit, oxygen and defibrillator. The communicator explains the situation to the senior crew member. The senior crew member will then inform the flight crew and use the passenger announcement system to ask if there are any qualified medically trained professionals onboard.

The flight crew can arrange for an ambulance and medical staff to meet the aircraft as necessary. Some aircraft have a facility called 'MedLink' whereby the flight crew can establish direct contact with a medical professional on the ground at a specialized contact center to gain advice. A decision can then be made as to whether the incident is life-threatening and the aircraft will divert to the nearest airport with medical assistance available. This could be unconsciousness, possible heart attack, uncontrolled bleeding, major injury and shock,

All cabin crew are trained in advanced first aid and aviation medicine and must complete yearly exams to show proficiency. Prior to flights, cabin crew attend a briefing in which they must answer questions not only on safety and emergency procedures but also on medical emergencies, to show that their knowledge is up-to-date and prepare for any coming eventuality.

The crew must know what medical equipment is onboard and its location in the event of a passenger or crew member becoming injured or unwell. Cabin crew are trained in CPR (Cardiopulmonary Resuscitation) and know how to use a defibrillator. They also study the physiological effects of flying, use of oxygen and travel health. Such conditions as choking, asthma, diabetes, stroke and seizures are covered as well as childbirth, fractures, wounds and heart disorders and much more.

The Crew should be guided by the "SAMPLE" Procedure:
S – Symptoms; does the person have or did have any symptoms?



sever pain or anything that may be a cause for concern. During this time the assessor will be monitoring the person's condition, a diagnosis made and will commence CPR if needed. The communicator will be keeping the senior crew and flight crew informed. The collector will be assisting the assessor in case of CPR.

Communication between each crew member and the senior crew and flight crew, is absolutely vital during a medical emergency, in order to provide the best possible care in a potentially life-threatening scenario. Strong teamwork is essential for all crew to complete their role as assessor, communicator and collector and work effectively to the best of their ability to keep the person safe and well. Of course, this procedure is well practiced during training.

DRSABCD procedure to establish consciousness; this is the most important thing to learn as you may have to save a person's life:

- D** – Danger; check for hazards that might be an issue
- R** – Response; check the casualty for any response (if they are conscious or not)
- S** - Send for help; communicate the situation to another crew

- A** – Airway; check whether airway is open
 - B** – Breathing; monitor the breath and check pulse
 - C** – CPR; commence CPR if necessary
 - D** - Defibrillation; commence defibrillation if necessary
- In the case of CPR, there will likely be a medical diversion and CPR will be performed by the crew until the person is conscious and breathing or the aircraft is on the ground and medical assistance will be ready at the aircraft.

First aid kits:



Of course not all medical emergencies are life-threatening. There are first aid kits on most aircraft that can deal with anything from a headache, air sickness or a small burn or wound. An emergency medical kit will carry items for suspected heart attack, angina, asthma, severe allergies, severe pain, panic attacks and even an upset stomach.

An incident report will also be made by the senior crew member and cabin crew (assessor) to not only record what happened onboard but also to cover in case of any questions on behalf of the airline, the passenger or from any insurance or medical claim. This can also be useful in improving the cabin crew first aid/aviation medicine training.

But, it is good to know that if you are ever unwell, injured or get unexpectedly sick on an aircraft, the cabin crew are there to help, there is some medical equipment onboard and procedures in place, so you are in safe hands. It's important to note that this is generic. Different airlines have different procedures and their crew may receive slightly different training, also, not all aircraft have the same equipment.

Source: Patricia Green (Simple flying)



UNDERSTANDING MRO IN AVIATION INDUSTRY



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MRO in Aviation Industry stands for Maintenance, Repair, and Overhaul. Maintenance, Repair, and Overhaul (MRO) services are essential for any industry that uses machinery to run operations. In the aviation sector, the term MRO aviation refers to all the activities that are aimed at ensuring that the aircrafts remain ready to fly at all times.

Airports around the world have different types of MRO aviation facilities on premises. Typically, the maintenance work is done on the plane's airframe or the engines. However, nowadays the MRO aviation activities also include component MRO. Depending upon the type of service required, there are MRO services that need to be delivered at airports, and at times at designated off-airport facilities. For instance, activities like routine in-service inspections, daily check actions, or regular troubleshooting, can be carried out when the aircraft is parked in the airport. However, if avionics, radios, and other removable parts require servicing, they can be removed from the aircraft and taken away for the required MRO services. The Aviation Industry three types of MRO operations and these include;

Maintenance; when work is done to ensure that the aircraft is in prime condition. There are no snags or failures observed, but the aircraft is serviced to simply keep it in functional readiness.

Repair; Aircraft often require repairs as they are complex

machines with thousands of moving parts and software integrated. If an instrument panel doesn't respond the way it should or there is a dent, an engine failure, or a broken window, repairs are carried out.

Overhaul; with a high wear and tear rate, most aircrafts undergo overhaul after a specific duration of flight operations. As a part of the overhaul process, aircraft are dismantled piece by piece, each part inspected and reassembled. The overhaul process allows detailed inspection of all surface and internal parts of the plane and is a key element of the aircraft's lifecycle management and enhancement.

Nowadays, there are various types of MRO facilities in operations and these include the following:

Independent Repair Stations

These are specialist MRO firms which might be tiny businesses delivering specific services to certain types of planes, or large MRO aviation companies which can cater to all types of aircraft including fixed-wing, rotary, drones, and eVTOLs.

Fixed-Base Operators (FBOs)

FBOs are based at airports and they offer various line maintenance activities such as aircraft refueling and parking for resident and transient aircraft. Leading FBOs have built-in MRO aviation facilities.

Commercial Airline Hubs

All airlines focus on maximum utilization of their fleets. That's why large airlines have their own MRO divisions which help them take care of their aircraft in a faster and more cost-effective manner.

Regional Airline Maintenance

Smaller or regional airlines have different MRO approaches. They have smaller fleets, fewer flights, and lower profit margins compared to national and international airlines. These airlines maintain smaller and spread-out MRO activities. They often lease space from the FBOs at major airports instead of building their own hubs.

Corporate flight operators

The leading corporate flight operators also build their own MRO facilities. Typically, they would have a crew of certified mechanics to work on their planes exclusively.

Defense MRO companies

Major armed forces maintain large numbers of aircraft and helicopters with sensitive equipment and weaponry. Thus, they tend to maintain their own MRO facilities which deliver the same range of services that the civil MRO aviation companies deliver.

Irrespective of what kind of MRO aviation firm it is, most of the leading firms in the sector use advanced cloud-based aircraft maintenance software to take care of their needs. Firms such as Ramco use world-class aircraft maintenance

software to take care of all types of MRO activities on a single platform. These include:

Component MRO: Firms such as Ramco offer a standard platform enabled MRO solution comprising Component Receipt to ARC Release, Quote Management, and Invoicing processes with efficient customer interaction capabilities for enhanced operations, usability, and easy handling

Engine MRO: MRO aviation software enables Engine slot management, Work scope evaluation, Engine visit, estimations, build-up, kitting, Digitized task card, Maintenance tracking, ARC, and Quotation & Invoicing processes with efficient customer interactions

Line MRO: The software takes care of AMO and Line station maintenance operations with efficient work scoping, defect reporting, and flight service billing with ease

Hangar MRO: This offers end-to-end cycle from Aircraft Induction to Billing, Work scope Management, Task card digitization, efficient planning, connected inventory planning, and automated invoicing functions. Advanced aircraft maintenance software reduces operational costs, inventory leakages, and lack of coordination among MRO crews. At the same time, it leads to enhanced customer satisfaction and growth of business for the MRO aviation companies!

Having a well maintained MRO infrastructure in an aviation firm leads to effective procurement of spare parts and services, low costs of holding inventory, high-quality production, low costs of the overall business operations, and high productivity of workers and equipment.

Source: RAMCO



Why you need to overcome flight anxiety

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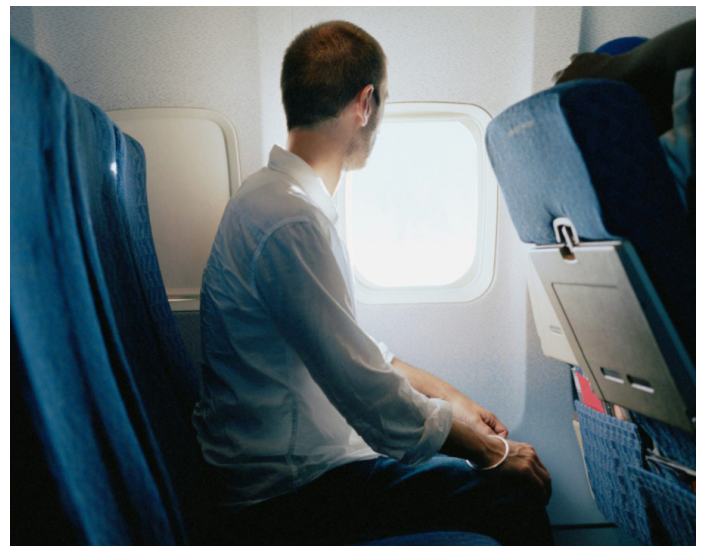


While plane crashes are rare, they are often widely reported; seeing repeatedly graphic images of debris and covered-up bodies simply fills many of us so much fear that we can't bear the thought of getting on a plane.

Take the two recent Malaysian Airlines disasters. Flight 370 vanished somewhere over the Indian Ocean and Flight 17 was shot down over Ukraine. Two years on, both cases are still making headlines. Then there was the Germanwings disaster last year, when a suicidal pilot flew a passenger jet into a mountainside in the Alps; not much later the Russian owned flight Metrojet 9268 was blown up by a suspected bomb shortly after take-off from Egypt.

The experts, of course, simply point to the stats: your fear of flying is irrational, because you're much more likely to die in a car crash than in a plane accident. Indeed, safety statistics by an airline association IATA show that in 2015 more than 3.5 billion people flew on commercial aircraft. During that time, there were 68 accidents, four of which resulted in 136 fatalities. Add in the Germanwings and Metrojet disasters, and the number of deaths is bumped up to 510. Many people suddenly developed a fear of flying after 9/11 according to a clinical psychological at the University of Vermont, who researches anxiety disorders.

It may have been an actual flight, learning about a plane crash, or being anxious about being in an enclosed space. "Sadly, there is no single explanation for why someone would develop such a phobia. There are many potential reasons. There are people who are scared of flying because they have never stepped on a plane all their life,





or have heard negative flying related experiences," says Mathew.

"For example, many people suddenly developed a fear of flying after 9/11. According to psychologist Gerd Gigerenzer of the Max Planck Institute for Human Development, in the year after the tragedy this fear prompted thousands of Americans to opt for driving. It resulted in a decline in air travel, but also saw an extra 1,595 people die in car crashes, because they misunderstood the risk of driving and exaggerated the probability of dying in a plane crash.

There is another category of people who are afraid of flying, and that's because of anxieties in other areas. It could be a fear of loss of control, or of enclosed spaces, or even the fear of fear, says psychologist Robert Bor, a pilot and psychiatric consultant to the Royal Air Force. The fear can also be prompted by something that is not directly related to aviation, such as stress at work, marriage difficulties, or a sick child at home.

One factor that is making people worry is precisely what is meant to protect them: safety procedures at airports and on board. Anti-terrorism measures at airports make some of us think of criminals wanting to blow planes up, and safety videos prior to departure remind us that crashes do happen. So those prone to panic may want to avoid watching the safety video, but that's a mistake.

"Those who have a plan for getting out of the plane because they watched the safety demonstration are much more likely to do ok, and those who don't might find themselves not in the right frame to get out of the aircraft," adds Bor. Take the recent crash-landing of an Emirates plane in Dubai, when many passengers started grabbing

their belongings, which added to the risk of evacuating the airplane. "During the safety demonstration, we're told to leave our things and get out of the airplane quickly, but people sometimes do extraordinary things when they are faced with danger that they had not anticipated," says Bor.

Luckily, fear of flying is treatable, and there isn't a shortage of ways to deal with it. There are of course personal strategies; some of us don headphones or drink alcohol; others take anti-anxiety medication. Price recommends breathing exercises, slow deep breathes in through the mouth so that your belly expands while your chest remains relatively still, and then slowly out through the nose. "It can sometimes be helpful to repeat a soothing mantra while doing this like 'calm'," he adds.

Both Price and Bor agrees that the best way to overcome the phobia of flying is controlled exposure. Bor explains that perhaps a better initial strategy though for those without any experience of flying or with some prior negative association is learning about how airplanes work and how heavy metal objects like planes can indeed take off and fly, how air traffic control keeps planes at a distance from each other, and what happens during air turbulence.

Other people in the industry say that the idea is to identify the cycle around the anxiety, how it builds up and carries on, how it can sometimes generate panicky feelings, and – most importantly , how to cope with them. One approach is to read books on self-coping mechanisms; another is to visit a doctor. "You may only need one visit, not a 100 years on the couch with Sigmund Freud. It's very treatable – but if you ignore it, it tends not to go away," says Bor.





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