THE Aviator AFRICA

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UGANDA'S AVIATION SECTOR ON AN UPWARD TREND

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CHIEF EXECUTIVE OFFICER
Ssemawere Oscar
Email: ceo@theaviator. co.ug

EDITOR-IN-CHIEF
Vincent Mwesigye Mupenzi
Email: v.mupenzi@theaviator.co.ug

EDITORIAL & PHOTOGRAPHIC CONSULTANTS
Ssemawere Oscar, Daniel Bakalangudde,
Vincent Mwesigye Mupenzi

AFRICA CORRESPONDENTS
Paul Mwangi - East Africa
Evans Kimani - East Africa
Harriet James - East Africa

DESIGN & LAYOUT
Daniel Bakalangudde
b.d@theaviator.co.ug

CREDITS
- UPPA
- Locheed Martin
- AFRAA
- OAG
- AERO VODOCHODY
- Volocopter
- BELL

Advertising and Editorial Equiries

+256 393 515 148
info@theaviator.co.ug
www.theaviator.co.ug
The Aviator Africa
@theaviatorafrica
@aviatorafrica
The Aviator Africa

WORLD AVIATION FESTIVAL

8 - 10 October 2024 | RAI, Amsterdam

Tuesday 8th October: Amtrium & Hall 5
Wednesday 9th & Thursday 10th October: Halls 1 & 5

Business models. Technology. Sustainability. Innovation. For the global aviation industry

UCAA'S DIRECTOR GENERAL ON REGIONAL CAPACITY BUILDING AT THE AFRICAN CIVIL AVIATION COMMISSION WORKSHOP

UCAA Director General, Mr Fred K. Bamwesigye

The Uganda Civil Aviation Authority (UCAA) Director General Mr. Fred Bamwesigye on August 26, 2024 opened a five day capacity building workshop for Eastern African region on Annex 6 -Consumer Protection regulations of Yamoussoukro Declaration. The five day training workshop was organized at Golden Tulip hotel in Kampala by African Civil Aviation Commission (AFCAC) in conjunction with Common Markets for Eastern and Southern Africa (COMESA) in collaboration with International Air Transport Association (IATA).

Delivering a keynote address, the chief guest Mr. Fred Bamwesigye applauded the organizers for choosing Uganda as the venue for the workshop. He noted that the event comes at a time when protection of the consumers of air transport services is gaining momentum across the continent and would therefore identify specific consumer issues that need prioritization, identify capacity gaps and share best global practices in consumer protection.

Mr. Bawesigye went on to note that these mechanisms and arrangements have been devised in the form of a framework of collaboration between AFCAC, COMESA and East African Regional member states to ensure optimal benefits. "This framework promotes synergy by avoiding duplication and facilitates efficiency in advancing our regional integration agenda" said Mr. Bamwesigye adding that it is also designed to promote transparency which is critical in building trust among member states and collaborating partners.

He reminded delegates that Africa Agenda 2063 is currently being implemented and one the African Union's Flagship project is to operationalize SAATM which aims at strengthening intra-regional connectivity between the capital cities of African countries and ensure the availability of a single unified air transport market in Africa.

"Uganda provides air connectivity to various destinations within the continent and beyond thus boosting trade and tourism for the benefit of the entire continent hence recognizing Uganda's role in the implementation of SAATM one of AU's flagship projects" he noted.

Mr. Bamwesigye also informed delegates that the EAC transport consumer protection regulations domesticating annex 6 regulations on consumer protection of Yamoussoukro Declaration (YD) is pending approval by the council of ministers. He however confirmed that Uganda under the ministry of trade, Industry and cooperatives is in the process of developing the competition regulations following the promulgation of the competition act in February 2024. He added that the training would no doubt yield immense benefits for the region.

IN THE NEWS

Strengthen Collaboration on Aviation Training

At the occasion of the Egypt International Air Show at El Alamein in Egypt, AFRAA and EgyptAir Training Academy signed a Memorandum of Understanding (MoU) on training that will facilitate a framework of collaboration between AFRAA and EgyptAir Training Academy to achieve common objectives on training of aviation professionals across the African continent.

The collaboration will support the development of sustainable and safe air transport system in Africa and thereby effectively contribute to the continent's economic development and integration.

Speaking at the signing ceremony, Mr. Abderahmane Berthé – AFRAA Secretary General stated: "There is a need to develop aviation professionals within Africa and bridge the training gaps in the continent and beyond.

Hence, this partnership with EgyptAir Training Academy adds to the existing partnerships between AFRAA and airline aviation training centers that will be a way forward to overcome the challenges relating to the training of next-generation aviation professionals." Under the framework of the MoU, AFRAA and EgyptAir Training Academy will collaborate on the development of training programs and the provisioning of training to flight personnel, cabin crew, aircraft technicians, flight dispatchers, ground handling & commercial staff.

The collaboration will further provide the appropriate training to address the various training needs of African Airlines.

AFRAA and EgyptAir will further establish from time to time, taskforces, working groups consisting of experts in their respective structures to address various issues of common interest or implement new cooperative training projects as the case may be.

EgyptAir Training Academy is an Egyptian Civil Aviation Authority and IATA Approved Training Organization (ATO). The MoU was signed by AFRAA's Secretary General, Mr. Abderahmane Berthé and President of EgyptAir Training Academy – Capt. Waleed Soliman.

Ethiopian የኢትዮጵያ to Launch Daily Flight Services to Port Sudan

Ethiopia's national carrier, Ethiopian Airlines is to launch daily flight services to Port Sudan, in Sudan effective October 15th 2024.

The development was announced by Mr. Mesfin Tasew Bekele, Ethiopian Airlines Group CEO during a press conference held today.

Mr. Tasew noted that the group was pleased to connect their Sudanese brothers and sisters from Port Sudan to Addis Ababa, and to the rest of the world using Ethiopian airlines' extensive global network. "By introducing daily flights to Port Sudan, we are bridging cultures and economies.

This expansion is a testament to our unwavering dedication to serve our continent and its people, driving progress and prosperity through the skies" noted Mr. Mesfin Tasew Bekele, Group CEO of Ethiopian Airlines.

AFRIJET becomes Gabon's National Airline

The Gabonese government has acquired a 56% majority shareholding in the private airline Afrijet via its new holding company Fly Air Gabon in effect becoming the Central African country's national airline.

Afrijet has been profitable since its creation, in 2004, by a group of Gabonese investors and the company has developed a successful hybrid business and commercial aviation model.
Since 2016 Afrijet has built a solid regional air transport network and for the past five years it has been the leading airline in the Central African Economic and Monetary Community (CEMAC).

The company is taking a new step with the decision of the Gabonese authorities to pool the country's know-how and skills to build a new national company, Fly Air Gabon, relying on Afrijet's existing expertise, network and infrastructure.

Marc Gaffajoli, the general administrator of Afrijet

noted in his press briefing that welcoming state ownership and becoming its standard bearer -involves aligning the development strategies of the country and the company.

Mr Gaffajoli noted that the company intends to reduce costs and thereby prices, without losing the DNA of private management. Fly Gabon plans to acquire new medium-haul aircraft while Afrijet will consolidate its fleet to serve domestic and regional routes.

Emirates' First Retrofitted B777 Aircraft Rolled Into Service

The new aircraft boasts of sporty new features with latest cabin interiors from nose-to-tail and prepares to take off to Geneva this afternoon as EK 83.

The aircraft took a total of 37 days for a complete revamp and will be entering service four days ahead of its officially announced deployment schedule.

Emirates President Sir Tim Clark in his press briefing noted that Emirates continues to carry out our commitment to deliver an unmatchable onboard experience with the introduction of our latest Boeing 777 with new signature interiors, raising the industry benchmark when it comes to premium travel.

With more Boeing 777s and A380s refreshed to sport latest generation onboard products, customers can consistently have the very best experiences in the sky across both aircraft types.

The Emirates Boeing 777 Business Class cabin will also include a small bar for customers to quickly grab mid-flight snacks and refreshments.

The new Economy Class cabin features 256 seats in a colour palette of soft greys and blues. The ergonomically designed seats also include full leather headrests with flexible side panels that can also be adjusted vertically for optimum support.

Emirates' signature ghaf tree motif also features prominently throughout the interiors.
Emirates will be refurbishing another 80 Boeing 777 aircraft as part of its investment of over US$3 billion to deliver best-in-industry products that elevate the customer experience in the skies.

In addition to Geneva, the airline will deploy its upgraded Boeing 777s with new cabins to Tokyo Haneda and Brussels in the next few weeks, and more destinations to be served with this aircraft type will be announced soon.

SITA Unveils Essential Protection for Aviation Network Communications

SITA has launched its new cyber security hardening solution, SITA Managed NAC (Network Access Control).
SITA's new innovative solution is designed to safeguard mission-critical infrastructure at airports and for airlines, addressing the growing demand for secure and reliable access for end users and assets.

With increasing threats to digital infrastructure, particularly in complex environments like airports, SITA Managed NAC offers unparalleled protection for Local Area Network (LAN) and Wireless LAN communications with additional layers of identification checks and network segmentation.

This ensures that airports and airlines comply with industry security standards while maintaining operational efficiency and protecting passenger systems.
In a press release, SITA's Senior Vice-President for Communications and Data Exchange, Mr. Martin Smillie noted that demand for secure and reliable network access controls is higher than ever, particularly in airports where traffic and device segregation is paramount in different areas of airport infrastructure and security zones.

Mr. Smillie went ahead to reiterate that as external threats to digital infrastructure escalate, this solution will ensure that essential communication systems keep ahead, with built-in safeguards at access points and switches. SITA Managed NAC provides complete visibility and control over communication networks, allowing customers to monitor who is accessing what, when, and from where.

The FA Extends Cup Title Partnership with Emirates Until 2028

The Football Association (The FA) has extended its long-term global partnership of the FA Cup with Emirates for a further four years.

The new four-year partnership extension between Emirates and the FA Cup will begin at the start of the 2024/25 season, and further increases Emirates' commitment to The FA's flagship competition which first began in 2015 and has resulted in many years of successful collaboration.

Each season, over 700 clubs and 10,000 players across ten levels of the English football pyramid compete in the historic competition, which culminates in the Final at Wembley Stadium.

Across the 2023/24 season, over 96 million viewers tuned in to watch the Emirates FA Cup, with over eight million watching the Final between Manchester City and Manchester United. The global appeal of the competition also continues to go from strength to strength, with matches broadcast in over 200 countries worldwide.

The new agreement between The FA and Emirates includes creating exciting opportunities for fans around the world to engage with the Emirates FA Cup over the coming seasons, including an annual international Emirates FA Cup Trophy Tour. During the partnership, thousands of fans have had the chance to see the

competition's famous trophy in person, with tours to Ghana, Kenya, Australia, Malaysia, Singapore, South Korea and the United States, which were all supported by Emirates.

The Emirates FA Cup continues to generate significant revenue each year, which creates vital investment for the English game. As a not-for-profit organisation, The FA is able to reinvest this funding to help support, develop and grow our national sport from grassroots level through to the professional game.

African Airlines Advertising Strategies

African airlines have curved out a distinctive niche in the global aviation market through innovative and culturally rich advertising strategies. Their campaigns often reflect a deep pride in their cultural heritage while also embracing modern advancements, creating a unique blend that sets them apart from other international carriers.

One of the standard strategies of African airlines is their emphasis on cultural and heritage themes. Advertisements frequently celebrate traditional music, dance, and fashion, weaving these elements into campaigns to foster a sense of pride among African travelers and to introduce international audiences to the continent's rich cultural tapestry.

This cultural focus is complemented by storytelling techniques that highlight personal journeys and memorable experiences, forging emotional connections with viewers. Visual imagery plays a crucial role in these adverts, with high-quality, vibrant visuals showcasing Africa's stunning landscapes, bustling cities, and colorful festivals.

This visual appeal not only attracts travelers but also differentiates African airlines by emphasizing the continent's natural beauty and diverse destinations.

In addition to cultural representation, African airlines often spotlight their modern and innovative aspects.

Advertisements may feature new aircraft, advanced in-flight services, and technological enhancements, illustrating a blend of tradition with contemporary advancements. This dual focus helps appeal to a broad audience, from those interested in cultural experiences to those seeking modern travel comforts.

Sustainability and community engagement are increasingly becoming prominent in African airline advertising. Many campaigns highlight efforts towards eco-friendly practices and community support, reflecting a commitment to positive social impact. This focus on sustainability and local development strengthens the airline's connection with both regional and global audiences.

Unique to African airline advertising is the strong emphasis on African identity. Unlike many international carriers that highlight global connectivity or luxury, African airlines prominently feature their cultural roots, including local languages and traditions. This approach not only fosters a deeper connection with regional travelers but also introduces international passengers to Africa's rich diversity.

However, most African airlines have stayed away from competitive advertising and very few have engaged in hit and run advertising. African airlines typically avoid competitive and hit-and-run advertising strategies to focus on building a unique and enduring brand identity that highlights their cultural heritage and regional connections.

By emphasizing consistent, authentic messaging and superior customer service, they aim to foster long-term loyalty rather than engaging in price wars or fleeting promotions.

This approach helps maintain stable pricing, build trust, and create a meaningful connection with customers, ultimately differentiating them in a diverse and culturally rich market. But when they do engage in such advertising, it's never without some humor which South African Airways is well known for.

INTERVIEW

LOCKHEED MARTIN

Brigadier General (RTD) Joseph Rank, CEO of Saudi Arabia and Africa at Lockheed Martin

The Aviator Africa has reproduced an interview done by Egypt International Airshow team which they had with Brigadier General (RET) Joseph Rank, Chief Executive of Saudi Arabia and Africa at Lockheed Martin, about their participation in EIAS and the opportunities they see in the region.

Lockheed Martin, one of the largest companies in the aerospace, military support, security, and technologies industry, made a significant impact at the inaugural Egypt International Airshow (EIAS) 2024.
With decades of experience in the region, Lockheed Martin showcased its cutting-edge innovations and strengthen its partnerships in North Africa.

Qn:
Why did Lockheed Martin choose to exhibit at the inaugural EIAS?

Ans:
Lockheed Martin is proud to be a platinum sponsor of the inaugural Egypt International Airshow (EIAS). Our decision to exhibit at EIAS underscores our commitment to strengthening our long-standing partnership with Egypt and expanding our footprint in North Africa. This event provides a unique platform to showcase our cutting-edge technologies and

innovative defence solutions that support critical missions and enhance regional security. At EIAS, our engagement with our partners allows us to identify new opportunities for collaboration, strengthen alliances, and reaffirm our commitment to driving technological advancements in the aerospace and defence industries that will shape the future of global security.

Qn:
What opportunities do you see in the Egyptian/African/Middle Eastern aerospace market?

Ans:
The aerospace market in Egypt and North Africa holds immense potential for growth and development. Lockheed Martin acknowledges the potential to enhance regional security, stimulate economic growth, and promote technological innovation through strategic partnerships.

Our primary focus areas are defence systems, space exploration, and aviation infrastructure, where we see substantial opportunities for impact. Our partnerships are built on three pillars: knowledge transfer, industry localization, and human capital development. This approach aligns seamlessly with the ambitions of these regions, allowing us to contribute to the advancement of local capabilities and promoting self-reliance and innovation in the defence and aerospace sector.

Lockheed Martin has been in the Middle East for nearly six decades. Our presence in the region has moved beyond defence-only contracts. It now includes technical support, advanced STEM internship and training programs, and scholarship opportunities. In Egypt, where we are supporting Egypt Vision 2030, Lockheed Martin is building local capabilities and enhancing the country's self-reliance and resilience in defence.

Lockheed Martin is working closely with Egyptian partners in education, localization, and space cooperation. We are supporting the American University in Cairo (AUC) through scholarships for engineering students, aligning with Egypt's objective of building a knowledge-based economy.

Looking forward, Lockheed Martin is exploring opportunities for space cooperation and how to accelerate Egypt's space program. By leveraging our expertise in satellite technology and launch systems, Lockheed Martin can significantly contribute to Egypt's technological advancement and economic diversification."

Qn:
How do you believe participating in EIAS will help expand your presence and network within Egypt, Africa, and the Middle East?

Ans:
Lockheed Martin has been operating in the region since 1965, and participating in EIAS will provide Lockheed Martin with a valuable opportunity to strengthen our relationships with existing partners and forge new connections across Egypt, Africa, and the Middle East.

The event will allow us to engage directly with government officials, military leaders, and industry experts, facilitating meaningful dialogues and collaborations. By showcasing our advanced technologies and innovative solutions, such as our F-16s, C-130s and Black Hawks, we aim to demonstrate our commitment to supporting the region's defence and security needs. EIAS will also serve as a platform to highlight our efforts in STEM education, local talent development, and our broader contributions to the region's economic and technological progress.

Qn:
What are you most excited about regarding the launch of EIAS in Egypt?

Ans:
We are particularly excited about the launch of EIAS in Egypt as it represents a significant milestone in the region's aerospace and defence landscape. The event provides a unique opportunity to highlight Egypt's strategic importance as a hub for aerospace, fostering innovation and promoting collaboration. We are eager to showcase our latest technologies and solutions that support Egypt's Vision 2030 modernization efforts and contribute to regional security.

Additionally, we look forward to engaging with the dynamic and diverse audience that EIAS will attract, including top-tier decision-makers, industry leaders, and innovators. The event's emphasis on sustainability, digitalization, and global connectivity aligns with our vision for 21st-century security, making EIAS a perfect platform for us to share our expertise and vision.

Qn:
What advice would you give to other international companies considering exhibiting at EIAS?

Ans:
This EIAS is a landmark gathering that will propel significant advancements in the aerospace and defence sectors across Egypt and the wider region. By participating, companies can gain invaluable insights into regional market trends, forge strategic partnerships, and present their innovations to a highly influential audience.

Egypt's defence budget, currently around $5.2 billion, is expected to grow at a CAGR of more than 3% from 2025 to 2029. Lockheed Martin's participation aims to showcase our latest innovations, establish strategic partnerships, and contribute to the growth and transformation of the aerospace landscape in the region.

EGYPT INTERNATIONAL AIRSHOW 3-5 SEPT 2024

El Alamein International Airport

RECAP

Evans Kimani
evans.kimani@theaviator.co.ug

Egypt International Airshow 2024 was hosted at El Alamein International Airport from the 3-5th September 2024 and was inaugurated by Egypt's President Abdel Fattah El Sisi on Tuesday 3rd September, 2024.

The Airshow was spearheaded by the Egyptian Ministry of Defence, Egyptian Air Force, Ministry of Civil Aviation, Egyptian Space Agency, and EgyptAir. The event aimed at accelerating industrialization, digitalization, and globalization in the defence, space, and commercial

aviation sectors in Africa and the Middle East.

The show featured aircraft displays and an exhibition of innovative aerospace products and services. The show started with a display by the Egyptian Air Force aerobatic team, aka Silver Stars, followed by a Rafale solo.

Saudi Arabia's Eurofighter Typhoon, China's Y-20 and Mirage 2000 of the UAE also made solo performances. Egypt International Airshow 2024 was attended by a diverse range of professionals from across the aerospace and defence industry.

Attendees connected with government and military officials, regional civil aviation authorities, representatives from national space agencies and space commands, and professionals from airlines, aerospace equipment manufacturers, and regional distributors and agents.

The show featured over 200 global exhibiting companies, over 50 static and flying aircraft displays, over 80 participating countries, and 2 expert-led conferences. The show featured a wide range of activities and events, including aircraft static and flying displays, a high-level conference and product launches. Show attendees had the opportunity to experience the latest in aircraft technology up close and personal - the exhibition floor was packed with the newest products and services that are shaping the future of aviation.

The Egyptian Air Force Silver Stars aerobatic display team in K-8E Karakorum jet trainer aircraft opened the air show. Aerobatic display teams the Saudi Hawks (BAE Hawk Mk 65A) and the Indian Air Force helicopter team Sarang flying HAL Dhruv rotorcraft added to the show's international flavour.

Ahead of the air show President Sisi attended a screening of a documentary on the history of aviation in Egypt before going on to inspect exhibits and pavilions including the Arab Organization for Industrialization (AOI). He was thoroughly briefed on AOI involvement in aviation by Chairman Mokhtar Abdel-Latif.

In his opening remarks during the inauguration, Egyptian President Al-Sisi noted that the Airshow was a landmark event for Egypt and the region. President Sisi went ahead to reiterate that the airshow signifies Egypt's commitment to advancing technology and innovation in the aviation sector and propelling the nation towards a brighter future.

On the sidelines of the International Airshow, Egypt's Ministry of Military Production presented two armoured vehicles, the ST100 and ST500 manufactured locally for the Egyptian military. They were developed in South Africa in 2016 by SAKSA Technologies. According to the ministry, the vehicles are produced in Egypt with 50% local components.

On the first day of the exhibition, Egypt's Arab Organization for Industrialization signed an agreement with China's ELINC to produce advanced defence systems. Additionally, a cooperation agreement was signed with US Honeywell to certify the organization's engine factory as an approved maintenance center for aircraft engines.

Multiple Egyptian-made unmanned aerial vehicles (UAVs) were displayed, including the June 30, Ahmose, and October 6 models. The latter made its debut, fully armed with guided missiles and aerial bombs.

Another highlight was the appearance of the Turkish Aerospace Industries (TAI) Hurjet light attack aircraft, which flew on the first day of the air show. In addition to the Hurjet, TAI displayed its indigenous combat aircraft KAAN, the T129 ATAK helicopter and the unmanned aerial vehicle Aksungur.

The air show comes after Egypt began hosting the Egypt Defence Expo (EDEX) in late 2021. Brigadier General Dr Hisham Al-Halabi, an advisor at the Egyptian Military Academy, pointed to Egypt's previous hosting of several editions of the International Defence Exhibition (EDEX), stressing that these events "reflect the country's growing capacity to host specialized international exhibitions."

The show was attended by Defense Minister Abdel Meguid Saqr, Chief of Staff Ahmed Khalifa and a number of ministers and senior state officials, as well as representative of companies and countries taking part in the event.

The inaugural event had a Gala dinner which took place on Wednesday 4th September 2024 at the Elalam Alamein Tent which saw invited guests enjoy Egyptian cuisine. The show closed on Thursday 5th September 2024.

THE 3RD UGANDA AVIATION SOCCER GALA 2024

Capt. Aziz Sentamu

The 3rd Uganda Aviation Soccer Gala 2024 took place on Saturday 31st August 2024 at Soccer Planet, Namulanda, a soccer facility located at Namulanda, off Entebbe road. The Prestigious event is an annual event that brings together all major stake holders in Uganda's aviation industry armed with a single aim of uniting the industry through networking while engaging in footballing activities as a way of not only keeping fit but also as a catalyst to uniting the aviation industry.

The 3rd Uganda aviation soccer gala 2024, just like the previous soccer galas held before which

started in 2022 is organized by Uganda Professional Pilots' Association (UPPA) under the stewardship of captain Aziz Sentamu who serves as President of the Uganda professional Pilots' Association.

As a major stakeholder in the industry, Uganda Professional Pilots' Association, continues to ensure that a professional environment of harmony is created within the nation's aviation sector where the different professionals enjoy a non-job description opportunity of interaction away from the busy work schedules that drive their daily lives.

Sports being the one exciting activity that has been proven to unite people from all walks of life, as an association, Uganda Professional Pilots' Association came up with this one-day event that aviators would always highlight as an event on their year calendars as an event to prepare for as a test of fitness and a day for getting together to network and unite.

Founded on the goal of creating an Aviation community that believes in partnering other than competing for the good of the industry, Uganda aviation soccer gala has proved to be a good bridge between professionals already in the field and students in the different aviation approved training institutions.

The event continues to foster a non-academic interaction between the current and future professionals of the Ugandan Aviation industry.
As a key item on the aviation calendar, the Annual Aviation Soccer Gala that was initially viewed as a fitness day to encourage aviators engage in sports, has continued to attract several stake holders who feel it should not be limited to one sport as it is currently. It remains the one opportunity where a student pilot gets to play soccer with his would be future chief pilot.

This year's event saw eleven teams drawn from different aviation industries including aviation training schools, airlines, aviation service providers and aviation industry regulators. The teams that participated in this year's aviation soccer gala included; Airserv, Uganda Air Traffic Controllers Association (UGATCA), Uganda Civil Aviation Authority 1 (UCAA1) Uganda Civil Aviation Authority 2 (UCAA2), Vine Air, Ocean Heights Aviation Training Center, Uganda Aviation Academy (UAA) Bar Aviation, Police Airwing, East African Civil Aviation Academy (EACAA) and Uganda Airlines (UA).

Speaking during the launch of this year's aviation soccer gala, the chief guest Mr. Vianney Mpungu Luggya, Manager- Public Affairs at Uganda Civil Aviation Authority, noted that the event was very important not only for networking opportunities but also

for enhancing the wellbeing and fitness of participants. Mr. Luggya went ahead to note that the aviation industry is not only relevant in moving people places but also necessary in bringing people together as well fostering innovation and bridging communities.

The chief guest reiterated that the soccer gala is primarily aimed at breaking barriers that may exist between different industry stakeholders.

Like any other event attracting teams, the spirit of winning never ceases to be a motivating driver for the participants hence the reason why despite the major goal being unity, Uganda Professional Pilots association awards the winners and second runners up: a trophy and medals.

This has since the start of the Aviation Soccer gala seen the following turning up as the victors; Vine Flight Academy – Champions Aviation Soccer Gala 2022. Uganda Civil Aviation Authority Team 1 - Champions Aviation Soccer Gala 2023 and Bar Aviation – Champions Aviation Soccer Gala 2024. Uganda Airlines emerged runners-up in this year's event.
As part of making it better and more professional, the Uganda Professional Pilots Association looks at having a sports committee that will be responsible for the desired standardization of the gala as guided by the desires of the stakeholders.

Notable sponsors for this year's aviation soccer gala event included Uganda Civil Aviation Authority, Numax Cinemas and The Aviator Africa, the aviation media power house in the region and beyond.


AVIATION SOCCER
GALA 2024


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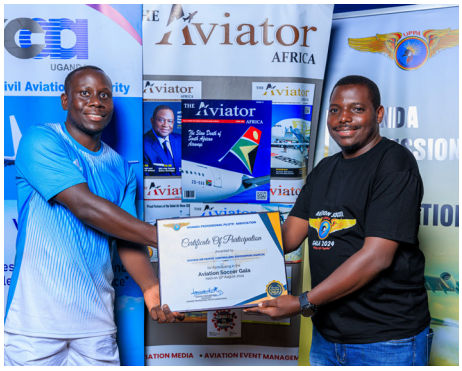
GALA 2024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Inaugural African Aviation Safety and Operations Summit 2024

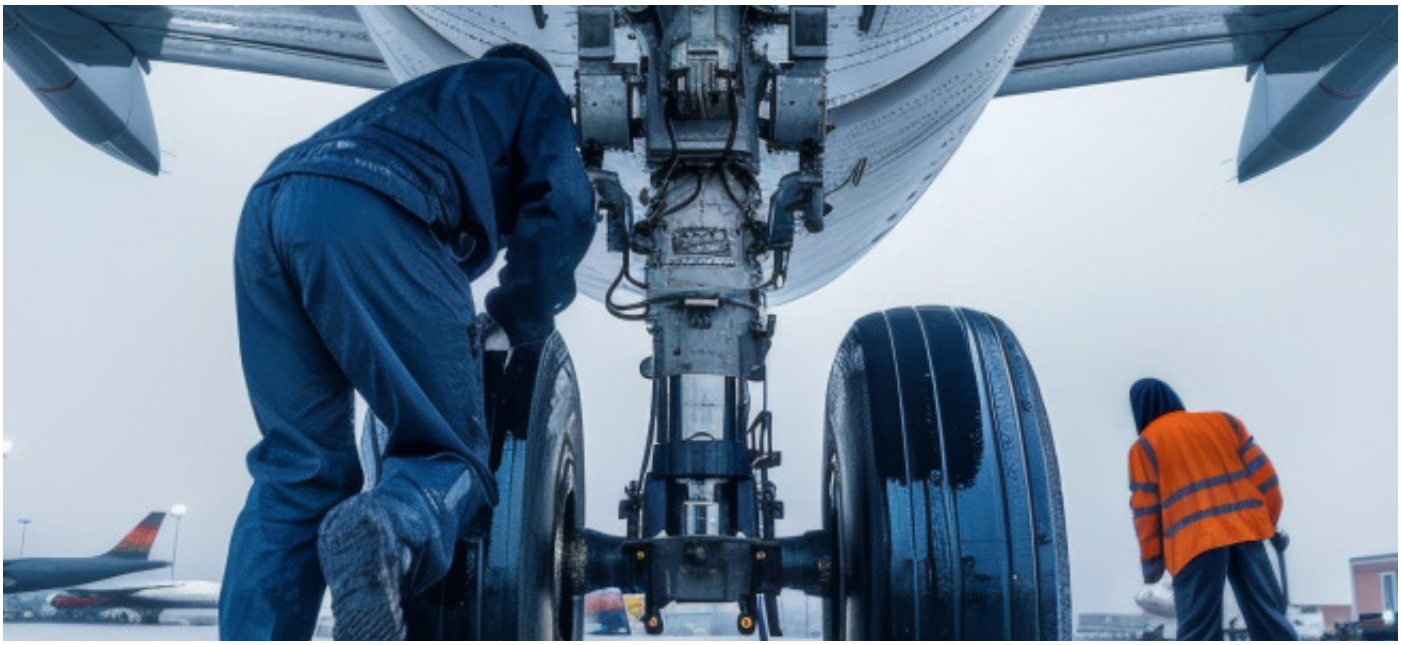
THE AFRICAN AVIATION SAFETY & OPERATIONS SUMMIT
Championing Africa Aviation Safety Together

Theme: Championing Africa aviation safety together

The African Airlines Association (AFRAA) and Flight Safety Foundation (FSF) jointly organized the inaugural African Aviation Safety & Operations Summit on May 15, 2024, in Addis-Ababa, Ethiopia.
The one-day summit, themed "Championing Africa Aviation Safety Together," aimed to promote and improve safety standards within the African aviation sector.
It brought together aviation stakeholders to discuss, strategize, and collaborate on shaping a safer future for African aviation. The summit addressed various aviation safety and operations facets, offering stakeholders a forum to discuss and exchange best practices. The summit commenced with a snapshot of the region's aviation safety landscape and focused on the strides made, challenges addressed, and roadmap for sustaining and advancing safety in African skies.

While the African aviation industry's safety performance has improved in recent years, more progress is needed to achieve global safety targets. Indeed, the absence of accidents does not necessarily mean the presence of safety.
Participants were presented with data on accidents and serious incidents highlighting high risk categories in the region, prompting panelists to collectively explore and address underlying factors driving safety trends in African aviation.

The ICAO Global and Regional High-Risk Categories remain a significant concern for Africa, especially regarding runway excursions, with eight occurrences reported since the start of 2024. The summit focused on safety culture and organizational leadership, examining the role of leadership in fostering a robust safety culture within aviation organizations.
This included promoting open reporting systems, learning from incidents, training, and encouraging continuous improvement.
Throughout the one-day summit, participants exchanged numerous insights on the day's topics, issues, and



challenges. They discussed how brainstorming could improve safety and bolster resilience in addressing ICAO Global and Regional high-risk areas.

Participants called for more collaboration and cooperation among stakeholders to effectively implement safety requirements and best practices, including using technology and automation, which are crucial for ensuring safety, efficiency, and growth in the aviation industry. Some other predominant challenges highlighted were in the following areas:

- Air Navigation Infrastructure Safety & Airports Infrastructure safety
- Capacity/Capability of Safety Oversight Bodies
- Lack of Effective Safety Data, Collection/Information Sharing & Data-Driven Safety Management
- Investigation of all accidents and serious incidents
- The Inaugural Safety & Operations Summit ended up with a strong need for the establishment of priority actions:
- A strong commitment to safety is essential for creating a positive safety culture within the Organization. This commitment should be demonstrated at all levels of the organization, from top-level management to individual employees.
- Individuals can demonstrate their commitment to safety by using the appropriate personal protective equipment, following safety procedures, and maintaining a vigilant attitude towards hazards.
- Employers can further reinforce this commitment by establishing clear safety policies, providing regular training, and investing in safety-enhancing technology and resources.

Operationalization of the existing initiatives – Runway Excursion (RE)

- An assessment of the current situation is needed to effectively operationalize existing safety initiatives, like Runway Safety Teams.
- Analyze the contributing factors to the increasing runway excursions and set measurable goals and key performance indicators (KPIs) to track progress on RE reduction.
- Develop a framework for selecting and disseminating new safe practices, ensuring effective implementation and sustainability of improvement programs.

Establishment of collaborative safety enhancement groups

- Establishing collaborative safety enhancement groups is a valuable strategy for safety improvement, as commercial competition must never prevent safety collaboration.
- These groups, bring together diverse stakeholders to collectively identify, prioritize, and monitor safety risks.
- This collaborative approach allows for the sharing of safety information and the development of targeted safety enhancement initiatives that are tailored to specific needs.
- As a matter of urgency, AFRAA is required to establish a Safety Group as part of its Technical, Operations, and Training Committee that will meet quarterly to exchange safety data and address identified trends.

More Specific Training

- Training in safety matters, awareness creation, and workshops [a Minimum of one per quarter on various safety topics] are essential.
- Cultivate a robust foundation in management and leadership, focusing on the influence of cultural education. This involves reconciling differences between words and actions, treating blame as a systemic reaction, and comprehending the misconceptions surrounding safety management systems.
- Provide Fatigue Management training for Pilots, Maintenance Engineers, Traffic Controllers, Ground Handling Agents, and others.
- Provide training on recognizing typical human reactions, such as the startle effect, to improve reaction recognition.

Source: AFRAA

SOUTH AFRICAN AIRWAYS' WAR TO STAY AFLOAT

Paul Mwangi
p.mwangi254@gmail.com

On 5 December 2019, the government of South Africa announced that SAA would enter into bankruptcy protection, as the airline had not turned a profit since 2011 and had run out of money.

The government pumped in more than R36 billion (US$2 billion) to pay-off creditors and re-launch a much slimmed-down airline: 'SAA V2'. In justifying this massive bailout, the SA government committed to finding a private sector strategic equity partner (SEP) to take a 51 per cent share of the airline, effectively privatizing it. In due course an SEP buyer was identified – the Takatso Consortium.

However the conclusion of the SEP deal encountered numerous obstacles and delays culminating in the competition commission's objection to the share owned by Global Airways and thus SAA competitor Lift Airlines – who eventually withdrew from the consortium. Finally, in March 2024, the Takatso deal was cancelled, once again calling into question the viability of the airline.

Guy Leitch asked SAA's interim CEO, Professor John Lamola, what the effects of the cancellation of the Takatso deal will be on the airline, and the SAA group.

"Due to the protracted nature of financial transactions, the SAA management team devised a risk mitigation strategy should the deal fail to conclude," Lamola said. "The strategy considered three scenarios: 1) our ideal scenario was that the SEP transaction was consummated by April 2024. 2) The SEP transaction continued to drag on. 3) The SEP transaction failed.
With the collapse of the Takatso deal, the government proposed that a minority 20 per cent private sector shareholder be found. When asked if he was optimistic that the right partner would be found, Lamola said: "Now that the SEP matter has been settled, we can confidently approach the capital markets with certainty as a 100 per cent state-owned company.

Under business rescue, the airline lost almost all its widebody fleet – apart from an Airbus A340-600 and an A330-200. When asked about the airline's shortage of competitive long-haul aircraft and fleet expansion plans, Lamola remarked: "Procuring suitable aircraft has been a challenge in an environment where there has been a shortage of aircraft globally. This is not only an SAA challenge.

As mentioned above, there is now certainty on the SEP matter, plus our balance sheet is debt free, with a substantial property portfolio, which we hope to leverage for future financing needs." SAA has, for the past 25 years, been an Airbus-only airline. Given this legacy, and Boeing's current problems, Lamola was asked if they would consider Boeing. "We are researching fleet options to develop a request for proposals with all OEMs," he replied.

Given the slow pace of SAA's return to many long-haul routes, the question arises as to whether SAA is having problems justifying its unused Heathrow slots, and its latent codesharing/interline partnerships. Lamola noted: "We are not experiencing any problems with holding on to current slots. Partnerships and alliances form part of our growth and expansion strategy and Heathrow is key to that, and to the inherent value in the SAA business."

It had been expected that the SEP deal would inject key human resource skills which the airline had lost during its restructuring. With the ending of the SEP deal, SAA started advertising for key staff. The airline remains state-owned and small, with critics expressing doubts as to its viability. Lamola was therefore asked if they are able to attract the right caliber skills. He replied: "We remain competitive in the aviation talent market, as evidenced by our ability to retain talent, and we are in a continuous search for great aviation talent."

The government's black economic empowerment requirements have been seen as a possible hindrance to attracting the best talent (which may not be black). Lamola noted though that SAA is in fact open to recruiting the best talent globally.
Lamola was initially appointed as nonexecutive chairman, but also took on the role of interim CEO in 2022. There is speculation that he will make himself available for the permanent CEO position. He pointed out that: "The current SAA executive is an interim structure. It was used as a stop-gap measure until the SEP took the reins of the airline.

Now that the SEP is out of the picture, the board will consider both internal and external candidates to fill the advertised permanent positions to bring about leadership stability." There is considerable debate as to whether state-owned airlines should be purely profit driven. When asked if he was confident that the new slimmed-down SAA V2.0 can operate sustainably, or profitably, or merely aim to cover its cost of capital, he said that "SAA 2.0 will be able to operate sustainably".

One of the reasons advanced for SAA remaining a state-owned airline is that it fulfils a development mandate. When asked whether the airline is currently meeting any development mandate objectives that are uneconomic – that is, which make it more difficult to be profitable, Lamola said:

"We do not measure developmental and transformative achievement only in monetary terms. Our growth and route expansion plans are measured and well considered – considering their financial viability, which is a critical aspect in SAA 2.0." SAA is not just an airline – it has two subsidiaries: SAA Technical – for maintenance and Air Chefs, for in-flight catering.

Lamola says that the performance of the subsidiaries as integral service providers to SAA is pleasing, and they are also expanding into third-party services providers. It now remains to be seen how the once booming airline will navigate its current woes and dominate African skies again.

Credit: Guy Leitch

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TOP 10 AFRICAN COUNTRIES WITH THE OLDEST AIRCRAFT FLEET

The age of an aircraft, measured from its first flight, represents the median number of years the aircraft in an airline's fleet has been in service. Somalia has the oldest average aircraft age in Africa, clocking in at 33.9 years.

When you board a plane, you probably don't think about how long that aircraft has been flying. But behind every smooth takeoff, comfy seat, and shiny wing, there is a story.

The age of an aircraft, measured from its first flight, represents the median number of years the aircraft in an airline's fleet has been in service.

This measure is a crucial indicator for airlines and travellers alike, signalling the balance between fleet modernization, maintenance costs, fuel efficiency, and overall passenger experience.

Globally, the average age of commercial aircraft varies widely, with some countries boasting fleets of brand-new aircraft, while others still operate older models.

Although these older planes may lack some of the modern comforts and efficiency of newer models, they are still maintained to meet international safety standards. In Africa, a significant number of airlines tend to operate some of the oldest fleets globally. This figure is shaped by financial constraints, limited access to capital, and reliance on older, second-hand aircraft.
According to: Planespotter Somalia has the oldest average aircraft age on the continent, clocking in at 33.9 years. South Sudan isn't far behind with an average of 33 years, followed by Congo, where planes have an average age of 30.7 years.

Below are the top 10 African countries with the oldest aircraft fleet:

RANK	COUNTRY	AVERAGE AIRCRAFT AGE
1	Somalia	33.9 yrs
2	South Sudan	33 yrs
3	Congo	30.7 yrs
4	Central African Republic	32.3 yrs
5	Congo, The Democratic Republic of The Congo	28 yrs
6	Zimbabwe	27.7 yrs
7	Gambia	27.3 years
8	Eswatini	27 yrs
9	Kenya	27 yrs
10	Sudan	26.5 yrs

AVIATION UNIONS

How They Shape The Future Of The Aviation Industry

Taremwa Spencer Agabus

Aviation unions play a vital role in protecting workers rights, promoting safety and negotiating contracts in the aviation industry.

Here are some examples: Uganda Professional Pilots Association, Uganda Students Pilots Association, Kenya Airline Pilots Association, Kenya Association of Air Operators, Kenya Aviation Workers Union, African Airlines Association and more.

Union is as simple as the uniting of a group of people with common or associated interests. These unions or associations meditate as a link between different groups of people from schools, workers, companies and governments.

Aviation unions play a shaping role on day to day policies of national aviation. Sometimes feuds between them and national aviation authorities or enterprises are common

especially during decisions that affect the people they represent negatively to a certain extent.

Aviation unions advocate stringent safety standards and protocols to protect workers, passengers and aircraft. The best example can be traced to 18th August 2024 news of Kenya Aviation Workers Union strike over contract with the government on expansion of the country's main airport.

One of the union's concerns was the contracted Indian Company bringing in non-Kenyan workers thus fears of job losses. When it comes to safety, unions make it their responsibility for improved safety standards, better working conditions and enhanced safety protocols.

History in aviation has it from surveys from different aviation work groups on various recommendations. Some examples can be the required hours pilots need to work per a period depending on various state regulations in accordance with international standards, rest periods for air traffic controllers, cabin crew, ground handlers and many more.

Professionalism development highly increases as being a professional in an aviation related field has to be achieved first and more so maintained by some aviation professions. Despite the initial training, the aviation industry requires its work force to always be up to date with changes in it.

These changes are technological as modifications are done onto aircraft and other aviation machinery or reminding professionals of standard operating procedures through recurrent training. That is why you find licenses for pilots, flight dispatchers, cabin crew, aviation security and many more expire unless renewed through these recurrent training sessions.

This alone demands the unions to be vigilant in reminding and supporting their members to enhance professionalism by staying relevant in their qualifications to be considered as existing members of the unions.

Unions influence policy changes in the industry. Working with governments and other policy bodies, they shape policies and changes that impact the industry. Having members who are responsible in carrying out any changes to existing or new ones. Unions need to be consulted on major changes to see how best they can be carried out or modified to improve or solve issues in the industry.

This is a vital role for unions as major decisions are eased through experienced workforce reviews on which, how and when to implement any new or scraping off old work policies. An example can be from different feuds between unions and different aviation service providers as slightest of change on a service in aviation has to be fully consulted to maintain safety and quality service known for the industry.

Through addressing industry concerns of different aviation groups, industry growth is stimulated through initiatives to benefit the sector, offering support through resources and guidance to their members.

This support varies from union to union through aviation scholarships, job connections, business partnerships and consultation services about the industry to various stakeholders. Through harmonizing all these unions work in the industry, long term vision towards national industry growth and expansion is realized•

Image: Uganda Professional Pilots' Association President Capt. Aziz Sentamu (left) UCAA Director General, Mr Fred K. Bamwesigye (middle) and UCAA Manager Public Affairs, Mr Vianne Luggya at a press conference

A look at Zambia's Enstrom 480B Helicopters

The Enstrom 480B is a light single-engine turbine helicopter. It is powered by one de-rated Rolls-Royce 250-C20W engine. The engine drives a three-bladed, fully articulated rotor unchanged from the F-280FX. A two-bladed tail rotor provides directional control.

In 1959, the Enstrom Helicopter Corporation was founded to design and sell small, reasonably priced helicopters. The first helicopter produced by Enstrom was the F-28A. This piston helicopter first flew in 1962 and deliveries started in 1968. In subsequent years, over 1,000 piston-powered Enstroms have been delivered. In the late 1980s, Enstrom redesigned the F-280 to incorporate a de-rated Rolls-Royce turbine engine and an enlarged cabin.

This design was at least in part in response to an upcoming U.S. Army competition for a new turbine-training helicopter. The resulting helicopter was named the Model 480. The 480 was upgraded to the 480B in 2001. The upgrade included an increase in the transmission rating and an increase in the maximum takeoff gross weight.

A unique feature of the dynamic system is that the rods

that control main rotor blade pitch run inside the main rotor shaft. The swash plate that controls the blade pitch is mounted inside the aft fuselage. Power is transferred from the engine to the main transmission by a set of pulleys and V-belts. This arrangement also provides a clutch between the engine and the rotor.

The main and tail rotor blades are made of aluminum, as is the fuselage. The cabin seats four or five in the high-density configuration, with one pilot and four passengers on two small benches, one behind the other. In the four-seat configuration, the passengers are seated on one seat next and forward of the pilot and with two on a bench behind the front-seat passengers. The fuselage rests on a fixed skid gear.

Design

The 480 fuselage consists of a welded steel-tube framework with aluminum cover and tailcone. The pilot controls the aircraft from the left seat, which is unusual for helicopters. The aircraft does not have a hydraulic system; a trim system absorbs rotor feedback and allows the pilot to position the desired stick setting.

The 480B engine is capable of producing 420 shp, but in this application it is derated to 305 shp for 5 minutes and 277 continuous shp, which is available to 13,000 MSL on a standard day. Thus hot-temperature or high-altitude operations have a considerable degree of power available.

The engine drives a three-bladed rotor of 32 feet diameter and a tail rotor of 5 feet diameter. The main rotor and hubs weigh a total of 300 pounds, so there is considerable inertia in the system during a loss of power. Autorotation landings are uneventful.

Technical Specifications

Exterior

- Exterior Height: 9 ft 7 in
- Wing Span: 32 ft 0 in
- Length: 29 ft 10 in
- External Baggage: 22 cu ft

Interior

- Cabin Volume: 32 cu ft

Occupancy

- Crew: 1
- Passengers: 3

Operating Weights

- Max T/O Weight: 3000 Lb
- Operating Weight: 2139 Lb
- Fuel Capacity: 603 Lb
- Payload W/Full Fuel: 258 Lb
- Max Payload: 861 Lb

Range

- Service Ceiling: 13000 ft

Performance

- Rate of Climb: 1375 fpm
- Max Speed: 112 kts
- Economy Cruise: 101 kts
- Cost per Hour: $ 458.28

Acquisition by the Zambian Air force

Menominee, Michigan-based Enstrom Helicopter recently announced the Zambian Air Force (ZAF) has signed a contract for two Enstrom 480B helicopters, which will be among the first new-build 480Bs to cross the factory finish line since Enstrom's new ownership.

Terms of the sale, administered by the country's Ministry of Defense, include training for pilots and support personnel. The helicopters will be used for training and utility missions from their base in Lusaka, Zambia.

Enstrom Helicopter was acquired out of bankruptcy just less than a year ago (May 2022) by Surack Enterprises, led by musical equipment entrepreneur and Enstrom owner-pilot Chuck Surack. The business plan called for a hasty return to production, with the aim of updating existing models with modern avionics and upgraded interiors and other components.

The acquisition of the two Enstrom 480B choppers followed shortly after the Zambian Air Force received two used Bell 412 helicopters under a US$80 million grant provided by the US Department of Defense for the acquisition of up to four utility helicopters.

The ZAF already operates some Augusta-Bell 412, Bell 205 and Bell 206 variants. Apart from US-made helicopters, the ZAF also operates a mix of Russian-made helicopter models such as the Mil Mi-8, Mil Mi 17 and the Chinese-made Harbin Z-9, which is derived from the French-made Eurocopter AS-365 Dauphin which is built under licence in China.

Source: GlobalAir.com

Nigeria Poised for Helicopter Market Boom

John Isiko
jisiko@gmail.com

Nigeria, Africa's most populous nation is poised to make a significant leap in its military capabilities by becoming the first nation to purchase four Light Combat Helicopters (LCH) from Hindustan Aeronautics Limited (HAL) through a soft credit arrangement. This development marks a milestone in international defence partnerships and highlights Nigeria's commitment to enhancing its aerial defence capabilities.

Owing to the fact that helicopters can fly almost anywhere, helicopters can be used to transport large objects from place to place, to rescue people in hard-to-reach areas, like mountains or in rough seas, and from disasters such as fires, floods, and earthquakes. They can also fly over cities and provide reports on traffic.

Helicopters are also useful to the police for crime fighting and to the military for surveillance. Apart from Nigeria's security agencies and paramilitary organizations that use helicopters for their daily operations, there are a handful of Nigerian entrepreneurs who own helipads and helicopters strictly for private movement from place to place. Nigeria's Niger delta region harbors a lot of oil companies that use helicopters for their operations.
The LCH, a variant of the Advanced Light Helicopter Dhruv, boasts an array of advanced features including stealth technology, armoured protection systems, and crash-worthy landing gear. These attributes are designed to enhance the helicopter's survivability in combat scenarios.

It offers impressive agility, manoeuvrability, and an extended operational range, making it suitable for various roles such as combat search and rescue (CSAR), destruction of enemy air defences (DEAD), and counter-insurgency operations.

There are more than 250 such facilities in Nigeria.
Chief operating officer of NAEBI, Stanley Chike said the company was already making moves to re-fleet its equipment profile. There are investment opportunities for mobile radar tracking devices, body-worn cameras, and a fully-equipped control room amongst other support that will capture and relay data for helicopters flying in and out of Nigeria.

The special assistant to the minister of aviation and aerospace development on special duties, Christopher Omoaghe, said one of the challenges of the ministry is the provision of incorrect schedules and data as well as submission of falsified information by helicopter operators attempting to bypass the system. This is another investment opportunity.

Nigeria needs more private investors in the training of helicopter landing officers to augment the efforts of the existing government aviation training organizations in Nigeria. The number of helicopters in Nigeria will continue to increase in the years ahead, considering the growing need for the equipment. Emerging technology comes with maintenance demands.

Nigeria would require maintenance facilities as the helicopters continue to increase in number. The director of operations at Nigeria Airspace Management Agency (NAMA), Matthew Pwajok, said helicopter maintenance is another area calling for investment in Nigeria. He also identified opportunities in the leasing of helicopters in a growing market like this.

Nigeria is approaching a food crisis due to insecurity in the farms that has dissuaded farmers from manual agricultural activities. A massive investment in agricultural tasks, such as crop spraying, seed sowing, crop monitoring, and pest control is required in pursuit of the needed volume of food for consumption in Nigeria. Helicopters are a useful support to the use of drones for crime fighting.

The rate of terrorist attacks, kidnapping for ransom and other crimes in Nigeria recently, requires that the government mulls the idea of localized production of fighter helicopters and drones, part of which possibly motivated the recent creation of a dedicated department for drones at the Nigeria Civil Aviation Authority (NCAA). The regulatory body also has a motivation to drive investments in helicopter business. The resourcefulness of helicopters helped the procurement of 12 attack helicopters for the Nigerian army by President Bola Tinubu in 2023. Helicopters have also been useful to companies like Flying Doctors Nigeria, which has for years, provided emergency and medical services. Some of the helicopter companies that presently operate in Nigeria include Odegene Air Services Limited (OAS), Caverton Helicopters, Bristow Helicopters, Alpha Helicopter Limited (AHL) and Aero Helicopters.

The Nigerian Army's interest in acquiring LCHs aligns with its broader strategy to bolster its firepower and counterterrorism capabilities. The country is seeking approximately 12 twin-engine attack helicopters to support its military operations. Nigeria has evaluated several global manufacturers, including HAL, Airbus, and Turkey's TAI.

Credit: Chukwu Emeke

HOW AVIATION SCHOOLS ARE FUELLING INDUSTRY GROWTH IN UGANDA

By Jane Makena

Aviation schools propel a country's aviation culture internally to bring the best output for operations on national and global stages. Uganda has seen a steady increase in the number of aviation training institutions and more are expected to come up.

By providing top notch training and education, these skills provide students with theoretical and practical knowledge to succeed at their specialities in the dynamic field. In this article we will see the impact of aviation schools on the country.

Firstly, producing a wide labour pool for aviation professionals ready for operations at any time. With the current master plan on aviation development, the expertise to work in the upcoming airports and other aviation facilities are being readily prepared such as pilots, Flight Operation Officers, aircraft engineers, cabin crew, air traffic controllers and more.
These trained professionals eventually establish and manage air transportation services, connecting the country to regional and global markets.

Furthermore, the time to access the markets during delivering and getting commodities gets shorter drastically due to first movement of planes. This will only further improve on demand of Uganda's goods due to increased short periods in getting them.

Aeronautical revenue increased generation. Through various training avenues from schools and air operator,

Image: Students at Uganda Aviation Academy in a class discussion

companies work with various aviation authorities and government agencies hence attracting more air operators to invest more in the country due to reliable professional workforce.
A boost in country's tourism sector directly. Imagine having airports so close to these tourists' sites. This attracts more tourists who do not want to take a lot of time on road journeys to access these sites.

For instance, Kabale International Airport will be very close to Murchison Falls National Park, Jinja Airport will be close to source of River Nile thus the professional human resource to handle all passenger traffic activities further shows how important role of these aviation schools is just growing bigger.

Supporting development of aviation related businesses through infrastructure development and various services businesses. This has enabled coming up of modern aviation facilities to match increasing demand for modern training facilities and equipment. This has seen stimulators for pilots and classroom digitised equipment being acquired by some schools.

Aviation schools boost international relations as graduates work with regional and global airlines fostering international cooperation. This has been happening globally with the diversification of airline workforce having professionals from different parts of the world. This pattern is just growing in aviation since experience for some airline operations requires a certain amount of time especially from pilots. Once this time usually measured in hours is achieved, the pilots can apply and expand their opportunities globally.

Aviation schools having students from around the region encourages innovation and creativity from the diversification of these trainees. Uganda aviation schools have students from South Sudan, Somalia, Kenya and other countries.

The role of aviation schools is becoming more vital as it directly builds more capacity to a land locked country. This is widening and fully promoting utilisation of our sky as an air gate to and from the world. With more professionals needed to handle both passenger and cargo traffic increase through existing and upcoming airports.

Through continued provision of specialised training, Aviation Training Organisations' role in shaping the future of aviation and national development is vital. Aviation Training Organisations players need to collaborate more with and as one body. This will ease planning and engaging with other stakeholders to enhance trainings and policies for continued industry and national growth.

Image: Graduating class of 2023 at Kubis Aviation school

UGANDA'S AVIATION SECTOR ON AN UPWARD TREND

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

The aviation sector is growing so much and will continue to grow. Demand for air transport is estimated to increase by an average of 4.3% per annum over the next 20 years according to ICAO.

If this growth path is achieved by 2036 the air transport industry will contribute 15.5 million in direct jobs and 1.5$ trillion of GDP to the world economy.
This growth cuts across passenger and cargo traffic and increased accessibility and infrastructural development. I want us to look at General aviation.

General aviation in Uganda has mainly been supported by tourism industry specifically foreign tourists and humanitarian envoys. There are more opportunities to boost general aviation. Let's take for example business communities;
A flight from Jinja (HUJI) to Entebbe (EBB) can take you under thirty minutes compared to 4 to 5 hours you can spend on road in traffic or distance to and from other areas like Mbarara, Arua and so on.

Time is a very expensive resource and imagine how some work for business and government officials can be swift enabling timely meetings and more time to return to the capital to enforce resolutions compared to time spent on roads.

Strategically infrastructural development is already basically existing in some of these cities. We should open up our cities to long term growth promotion of general aviation use together with infrastructure development of airside facilities.

This will create more open pathways to the country with direct international flights creating more points of foreign exchange around communities thus more cities revenue.

However much this is good, what more can different stakeholders do in this industry to get together to draw more common approaches of enhancing growth of general aviation? With opening up of new airports projects, the issue of sabotage and its merits and demerits will arise.

A growing national Airline and more local airlines that are setting up themselves for more regional and international operations.
As new upgrades take shape in line with aviation master plan, so will local opportunities to the community through direct and indirect employment.
With already existing various training institutions confidence on safe handling of operations is to a higher extent already guaranteed professionally.

More engagement with aviation associations, companies, local authorities, tourism boards and business communities in promotion of generation of more aeronautical revenue to the industry directly and economic revenue to various communities around aerodromes.

Stake holders and general public need more investment and sensitization. More regular use, innovation and creativity will diversify aeronautical revenue and subsidies fares related to general aviation travels and cargo.

Entebbe Airways

FROM THE PEARL

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OAG® MEGA HUB 2024 Most Connected Airports in Africa and Middle East

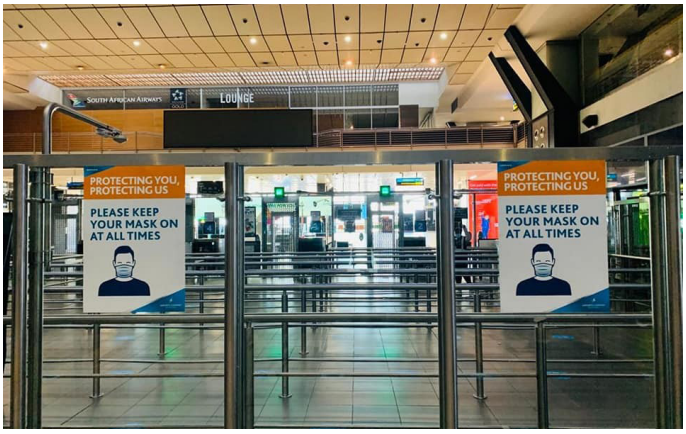
The most connected Airports in Africa and Middle East are categorized in accordance with dominant carrier and share flights for that particular hub.

No.1: DXB Airport

Coming in position number one is United Arab Emirates' DXB Airport. According to data from OAG, DXB came in the first position with Emirates as the dominant carrier with a 38 % share flights.

No.2: DOH

In second position is Qatar's Doha International Airport which according to data from OAG, with Qatar Airways as the dominant carrier with a 79 % share flights.



No.3: JNB

O.R. Tambo International Airport (JNB) topped the African continent by coming third on this list. South Africa's JNB airport with Airlink emerging as the dominant carrier had share flights of 36 % according to data from OAG.

No.4: RUH

Saudi Arabia's King Khalid International Airport (RUH) registered a fourth position with Saudi Arabian Airlines emerging as the dominant carrier with a percentage share flights of 42%.

No.5: ADD

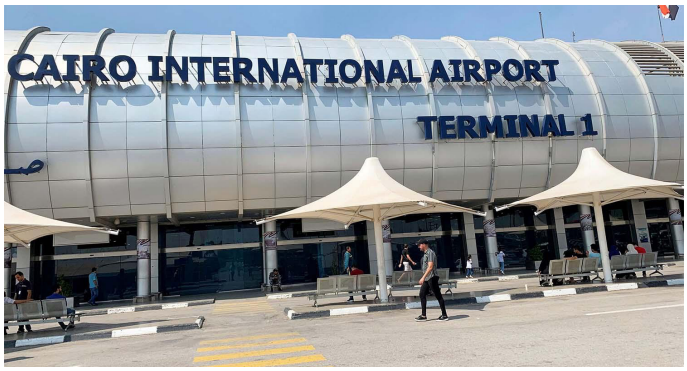
Bole Addis Ababa International Airport (ADD) in Ethiopia registered a fifth place with Ethiopian Airlines as a dominant carrier and a share flight percentage of 96%.

No.6: AUH

Coming in position number six is Zayed International Airport also known as Abu Dhabi International Airport. AUH found in the United Arab Emirates registered with Etihad Airways as the dominant carrier registered a score of 55% share flight percentage.

No.7: CAI

Cairo International Airport abbreviated as CAI came in the seventh position and registered a share flight percentage of 42% on OAG's Mega hubs 2024 for Africa and Middle East with Egyptair as a dominant carrier.



No.8: JED

Located in Jeddah, Saudi Arabia, King Abdulaziz International Airport (JED) came in eighth position with Saudi Arabian Airlines as the dominant carrier and a share flight percentage of 39%

No.9: BAH

In position number nine is Bahrain International Airport located on Muharraq Island in Bahrain. BAH's dominant carrier is Gulf Air and in this year's OAG mega hubs 2024 for Middle East and Africa, the facility scored a share flight percentage of 63% on the top ten list.

No.10: KWI

Topping number ten position is Kuwait's Kuwait International Airport abbreviated as KWI. The dominant carrier for KWI airport is Jazeera Airways and in this year's OAG rankings, the airport registered a flight share percentage of 31% thereby closing the top ten list for OAG's 2024 mega hubs for Middle East and Africa.

AFRICAN AIRLINES AND ANCILLARY REVENUES:

Strategies for Sustainable Growth

Muramura Emily Ashaba

As Africa celebrates new highs in airline revenues of about USD 1.7 billion as reported in the African Airlines Performance update reports by the African Airline Association (AFRAA, 2024) it is evident that there is still more that could be earned through ancillary revenues as they often have higher profit margins compared to core ticket sales, making them crucial for improving the financial health of airlines.

African airlines, like their global counterparts, have increasingly turned to ancillary revenues to boost their profitability amidst competitive pressures and varying economic conditions. Ancillary revenues refer to income generated from non-ticket sources, such as baggage fees, onboard sales, and loyalty programs. Ancillary revenues come into place to expand the revenue base of airlines, reduce risk of loss making, increase airline profitability and sustainability.

Many African carriers have adopted unbundling strategies, where services previously included in ticket prices such as baggage allowances and seat selections are now offered as separate paid options. This approach not only diversifies revenue sources but also aligns with global aviation trends.

Moreover, African airlines are increasingly incorporating third-party ancillary revenue streams through sophisticated loyalty programs that extend beyond flight bookings to encompass partnerships with hotels, car rentals, and retail outlets. Additional revenue streams are generated through the sale of travel-related services such as insurance, ground transportation, and hotel bookings.

Despite progress, African airlines face challenges such as regulatory constraints, infrastructure issues, and economic volatility that limit their ability to fully capitalize on ancillary revenue opportunities. Additionally, understanding and adapting to the cultural preferences of African travelers is crucial for optimizing these revenues.

Here are some key strategies they can consider:

1. **Enhance Personalization:**
Use data analytics to tailor offers based on passenger preferences and behavior.

2. Expand Product Offerings:
Introduce diverse products and services that cater to varying passenger needs, such as premium entertainment or exclusive travel experiences.

3. Strengthen Loyalty Programs:
Improve loyalty programs with better benefits to encourage frequent flyer participation and increase revenue through rewards.

4. Optimize Pricing and Revenue Management:
Apply predictive analytics for better pricing strategies and revenue forecasting.

5. Increase Operational Efficiency: Use technology to automate and optimize ancillary revenue tracking and analysis.

6. Ensure Regulatory Compliance:
Stay updated on regulations and innovate within these frameworks.

By aligning these strategies with the cultural norms and preferences of African travelers, airlines can not only increase profitability but also improve overall passenger satisfaction and loyalty. This holistic approach aims to solidify the competitive position of African airlines in the global aviation industry, ensuring sustainable growth in the years to come.

ROSOBORONEXPORT

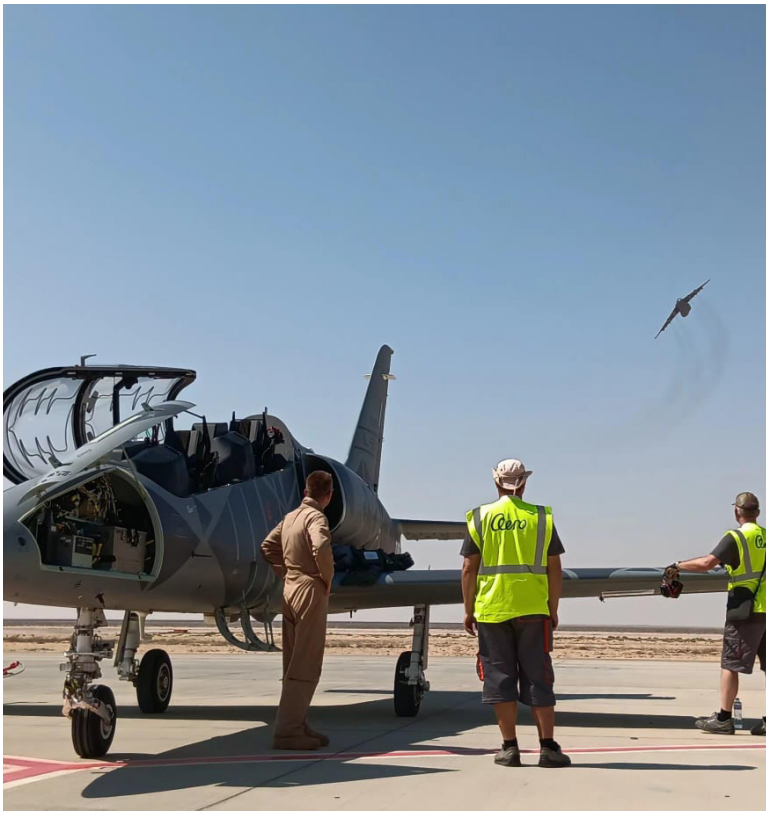
AERO VODOCHODY Returns to Africa with its New Aero L-39NG Aircraft

James Kamali
Jk2000@gmail.com

AERO Vodochody AEROSPACE, a leading Czech aircraft manufacturer, is targeting the African continent with its new Aero L-39NG aircraft. Aero has been operating in Africa for a long time and has extensive experience there.

After the successful delivery of the first six Aero L-39NG aircraft to the Vietnamese Air Force and the upcoming delivery of the first units to the domestic company LOM PRAHA, Aero is now focusing on African customers.

The company participated actively in the prestigious inaugural Egypt Airshow which took place from the 3rd to 5th 2024 at El Alamein International Airport with the L-39NG, where it presented its modern and versatile aircraft to a wide international audience.



Filip Kulštrunk, Executive Vice President, of Aero in his press statement noted that the L-39NG, the modern successor to the legendary L-39 Albatros, is an ideal solution for Egypt and other African countries to modernize their training programs. With its versatility and cost-effectiveness, the L-39NG has quickly become an attractive option for countries seeking modern trainer aircraft. "The L-39NG is the only advanced trainer that can offer both Western and Eastern avionics platforms, allowing for easy transition between these systems,"

The L-39NG fulfills several key roles. Primarily serving as an advanced trainer, it is also capable of light combat roles against ground and air targets, including close air support. With its flexibility and ability to carry a variety of weapon systems, including guided and unguided bombs, missiles, and machine guns, the L-39NG is able to respond effectively to a wide range of operational needs.

In addition, the aircraft is capable of operating for up to four hours, making it ideal for ISR (intelligence, surveillance, and reconnaissance) missions such as border and coastal patrols and also aerobatics.

Aero Vodochody plans to work closely with the Egyptian Air Force to implement pilot training programs. The company offers L-39NG aircraft as the backbone of Egypt's training programs and seeks to support the development of a robust and modernized training program for Egyptian pilots at minimum costs.

"We are also considering the possibility of establishing a maintenance, repair, and overhaul (MRO) center directly in Egypt. This center would not only support the L-39NG fleet but also enhance local capabilities and provide faster and more efficient services to our customers in the region," added Viktor Sotona.

Aero Vodochody offers solutions tailored to the specific operational and environmental needs of Egypt and other African countries, including avionics customization and munitions compatibility. The L-39NG is an ITAR (International Traffic in Arms Regulations) unencumbered aircraft, allowing for unrestricted global operations and a simplified aircraft procurement process. The aircraft also supports both Eastern and Western weapon systems, facilitating the transition from Eastern to Western weapons.

Filip Kulštrunk emphasizes that the L-39NG perfectly meets Egypt's requirements for a modern and cost-effective trainer aircraft. The L-39NG platform enables the transition to modern fourth and fifth-generation fighters such as the F-16, MiG-29, or Rafale.

The L-39NG offers a cutting-edge hybrid training solution that reduces overall training time and cost. The L-39NG stands out for its combination of advanced technology, cost efficiency, and operational versatility. Aero Vodochody is ready to support users at the local level and, based on previous experience, offer the local industry to build a hub and MRO base.

AERO Vodochody AEROSPACE thus sees Egypt and the African continent as an important opportunity for further development and strengthening of cooperation in this area, where it has historical experience and long-standing cooperation. In doing so, the L-39NG is a key product that combines modern technology with historically proven reliability to offer unparalleled value to its users.

AERO Vodochody AEROSPACE a.s. focuses on the development, production, maintenance, and modernization of military and civil aircraft and is the largest aircraft manufacturer in the Czech Republic and one of the oldest aircraft manufacturers in the world.

In the field of its own aircraft, Aero is a permanent partner of a number of military air forces and has a strong position in the market for military trainers and light combat aircraft. With 11,000 aircraft produced in its 100 years of existence, hundreds of L-39 Albatros aircraft still in service with dozens of military operators and a number of demo teams, and especially with its new L-39NG aircraft, Aero has established itself as a leader in the global jet trainer market.

In the civil aviation sector, Aero works with major aircraft manufacturers on a wide range of projects and is a partner in several risk-sharing programs, where it is responsible not only for the manufacture and assembly of aircraft assemblies, but also for their development.

FIVE COUNTRIES WITHOUT AIRPORTS AND WHY

Monaco city

There are a few countries in the world where there is simply no room for airports, and here are five of them:

Namukasa Joan
Joannamukasa2015@gmail.com

Airports have become symbols of both economic and social progress. Wherever aviation takes off, prosperity and urban development follow a few decades later. As a means of transport, it has advantages that other means simply cannot offer.

The speed, distance, and connections that planes and airports provide are unmatched.

Which is why it's so rare to find a country without an airport which instead uses other types of transport such as boats, trains or cars, for example, to solve its mobility needs. But there are a few countries in the world where there is simply no room for airports, and here are five of them:

Vatican city

Monaco

Monaco, the world's second smallest nation after Vatican City, is surrounded by France on three sides and lacks its own airport. Visitors to Monaco must either take a taxi or board a boat after landing at France's Nice Côte d'Azur Airport.

Vatican City

As the smallest country in the world with a population of about 800 residents, Vatican City's compact size leaves no room for an airport.

With no rivers or large bodies of water for alternative transportation,

it's one of the few nations that can be entirely explored on foot. Fortunately, nearby airports like Fiumicino and Ciampino are easily accessible, just a 30-minute train ride away.

Andorra

While not as small as some other countries, Andorra faces the geographical challenge of being entirely surrounded by the Pyrenees mountain range, with peaks nearly 3000 meters high.

The risks and complexities of operating an airport at such altitudes have led Andorra to forego having its own airport. Instead, travelers can fly to nearby cities like Lérida, Barcelona, or Girona, all within a 200 km radius.

Andorra city

Liechtenstein

Liechtenstein, characterized by rolling hills and gentle slopes, is another small nation with a perimeter of just under 75 km. Due to space constraints, building an airport in Liechtenstein would likely require encroaching on the territory of neighboring countries, crossing over the Rhine River to the east or nearing the Austrian mountains to the west.

To avoid potential diplomatic conflicts, Liechtenstein opted against having an airport. Instead, residents rely on cars or buses to reach Zürich Airport, approximately 120 km away.

Liechtenstein

San Marino

Located near Vatican City, San Marino is one of the world's oldest states. Surrounded by Italy and lacking access to the sea, San Marino's small size also prevents it from having an airport.

However, the country's relatively flat terrain is crisscrossed by an extensive road network, making it easy for residents to access various parts of Italy. The nearest airport is in Rimini, Italy, which serves as a crucial transportation hub for both locals and visitors.

Other nearby airports in Bologna, Florence, Venice, and Pisa also provide convenient access to the country.

San Marino

VOLOCOPTER REVIEW

The World's Pioneer of sustainable Air Mobility

Paul Mwangi
p.mwangi254@gmail.com

Volocopter GmbH (formerly called E-Volo GmbH) is a German aircraft manufacturer based in Bruchsal (near Karlsruhe) and founded by Alexander Zosel and Stephan Wolf. The company specializes in the design of electric multirotor helicopters in the form of personal air vehicles, designed for air taxi use. The CEO is Dirk Hoke and Chairman Stefan Klocke.
The company flew the Volocopter VC1 and Volocopter VC2 technology demonstrators, followed by the two-seat Volocopter VC200 prototype. The VC1 was first flown on 21 October 2011.

The two-seat project that became the Volocopter 2X started in 2013, evolved from early single-seat Volocopter VC2 prototype flown in 2011. The two seat prototype was designated as the VC-200 and the derived production model the 2X.
An on-line fundraising effort in 2013 on the Seedmatch website raised €500,000 in 2 hours and 35 minutes, setting a new European Union record. The money was used to build the VC200 prototype.

The aircraft entered serial production in April 2018 and will be built under contract by the German sailplane manufacturer DG Flugzeugbau.
On 9 September 2019, Geely, which is also the parent company of Volvo Cars, Terrafugia and Lotus Cars, led a round of funding that raised $55 million in private investments for Volocopter. In September 2020, Volocopter started flying pre-sales promotional trips for Volocity, the company's prospective electric air taxi service.

On 21 October 2019, Volocopter unveiled its "world first air taxi airport", and the company also demonstrated the use of its VoloCity eVTOL aircraft around the Marina Bay vicinity of southern Singapore.

The demonstration also shed light to promote greater public visibility on the new transportation service to come in the next few years. There was extensive media coverage of the flight testing and the demonstrator vertical airport that Skyports built in collaboration with Volocopter within the Marina Bay area in Singapore, and attracted many people to witness the test flight even though the weather was a little gloomy then.

The eVTOL prototype airport is called the "Voloport". After the demonstration, the prototype was dismantled, and moved for redeployment at subsequent launches. However, by Nov 2023, it was announced that the launch of Volocopter's air taxi operations in Singapore had been put on hold indefinitely, due to lack of ability to secure local partners who can share the burden of funding the technology involved.
In January 2021, the company confirmed that the ADAC had reserved two of its VoloCity aircraft for operational testing in 2023.

Also in January 2021, the company announced that the FAA had accepted its application to concurrently validate the European Union Aviation Safety Agency type certification it expects secure within the next three years. In the same announcement, the company claimed it was exploring launching VoloCity within the United States to provide intra-city air taxi services in major metropolitan areas such as New York, Los Angeles, San Francisco, and Washington, DC.

In 2022, Volocopter raised $170 million in funding to launch its first air taxi services. In 2023, hoping EASA clears the machine, VoloCity will be flying athletes for the summer Olympics mid 2024 in Paris.
In September 2023, the Bristow Group announced that it had ordered two Volocopter VoloCity eVTOLs with an option to purchase 78 more. The helicopter company plans use the VoloCitys to establish a commercial passenger and cargo service in the US and UK.

On November 13, 2023, the company flew its Volocopter 2X in New York, marking the aircraft's first flight in the city. The demonstration took place at the Downtown Manhattan Heliport (DMH) as part of an announcement by the city of its intention to electrify the facility.

Volocopter's air taxis and longer-range passenger aircraft will offer alternative, affordable transit solutions – emission-free and more sustainably and efficiently than before. For more than 10 years, the company has been enhancing their initial prototype to build a sophisticated ecosystem that will complement air taxis, thus opening up a whole new perspective on and for the city.

By offering all-electric flights over megacities across the globe, volocopter will make more room on the streets, thus relieving congestion, pollution, and other big-city hassles. Interconnected key transport hubs will allow the company to ferry passengers across major cities more easily and sustainably than before.

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Left-Turning Tendencies Explained

Why Your Plane Pulls Left During Takeoff

Left-turning tendencies arise because of aerodynamics principles. Also known as yaw, it causes the aircraft to drift left. Pilots need to be aware of this phenomenon and adjust the rudder to balance things.

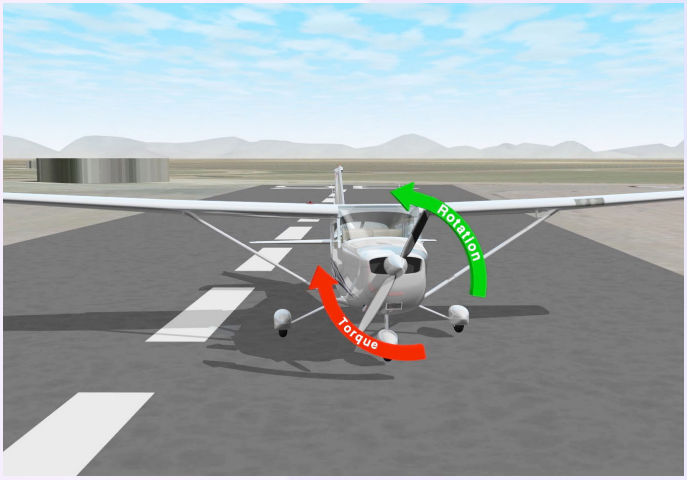
There are four left-turning tendencies of an aircraft, which are:

- Torque
- P-Factor
- Gyroscopic Precession
- Spiraling Slipstream

Torque

The propeller in most single-engine airplanes rotates clockwise. This clockwise movement generates an equal force in the opposite direction. This causes the aircraft to move left during flight. On the ground, the left-turning tendency generated by torque increases friction on the left side of the landing gear. It also causes the plane to yaw left.

To counter torque, pilots need to use the right aileron input. Most western aircraft have engines that rotate clockwise



when viewed from the cockpit. That's where torque comes into play.

P-Factor

P-Factor, which is also called "asymmetric propeller loading", happens when the downward moving propeller blade takes a bigger "bite" of air than the upward moving blade.

This happens in two scenarios:

1) Your plane is flying at a high angle-of-attack (takeoff and slow-flight are good examples), and
2) You're taking off in a tailwheel airplane.

In both of these scenarios, your downward sweeping blade is at a much higher angle-of-attack than your upward sweeping blade. And with a higher AOA, the downward sweeping blade creates much more thrust (or lift), making your airplane want to yaw to the left.

Gyroscopic Precession

A spinning propeller is essentially a gyroscope, which is a spinning disc. That means it has the two properties of a gyroscope: rigidity in space, and precession. Precession happens when you apply force to a spinning disc.

How it works: you apply a force to one point of the disc, and the effect of that force (the resultant force) is felt 90 degrees in the direction of rotation of the disc.

For the most part, this only applies to tailwheel airplanes when they lift their tail off the runway during takeoff.

Spiraling Slipstream

Spiraling slipstream is the fourth and final left-turning tendency. It happens when your prop is moving fast and your plane is moving slow. And there's no better example of this than takeoff.

During takeoff, air accelerated behind the prop (known as the slipstream) follows a corkscrew pattern. As it wraps itself around the fuselage of your plane, it hits the left side of your aircraft's tail, creating a yawing motion, and making the aircraft yaw left.

Spiraling slipstream is, of course, dependent on an aircraft's design, as well the phase of flight you're in, so it's hard to quantify how much effect it really has on your plane.

Why You Need So Much Right Rudder;

The four left-turning tendencies create the forces that make your airplane veer left during takeoff. Step on the right rudder to cancel them out, and you'll maintain a perfect centerline throughout your takeoff roll.

Source: Boldmethod

ALL ABOUT AIRPLANE TRANSPONDERS

Jane Makena

Transponders are used to give information to Air Traffic Controllers (ATC) about an airplane's location in space and in most cases its altitude as well. This instrument can identify an airplane uniquely and serves the main purpose of helping ATC keep airplanes separated, all in the service of safety in air travel.

A transponder is basically an avionic instrument that combines the ability to transmit information and to respond to inquiry from Air Traffic Control (ATC) radar sites. Much of this communication is automated.
Basics of a civil aviation transponder

Transponders exist in essentially all air vehicles (including, for example, not only airplanes, but helicopters, blimps, etc.), and some of those, especially in the military, operate in special modes that "regular," small airplanes do not have.
Usually, the pilot inserts a specific code into the airplane's transponder before flight. After the airplane is airborne, ATC can tell a pilot to change the airplane's code mid-flight.
Most typically, transponder codes consist of four digits, and there are 4,096 different combinations of these four digits. The pilot determines which four-digit code to insert based on either the code that ATC has assigned the pilot, or, if the pilot is just going to fly under Visual Flight Rules (VFR), he or she will use the standard code of 1200.

In aviation, we almost never use the word, "code." Instead, we call the four digits of coded signal a "squawk." Indeed, the word, "squawk" is both a noun and a verb. For example, if ATC decides that you should change your current transponder code to 2641, and if you're an airplane is a Cherokee whose call sign is abbreviated as 62V, this is what you'll hear on the radio:
Cherokee 6-2-Victor, squawk 2-6-4-1.
Notice that the digits are stated individually. One would never hear a squawk given as "two thousand six hundred forty-one."

Types of Transponders;
There are basically two types of transponders;
a) Active Transponders
b) Passive transponders

Active Transponders;
An active transponder, also known as an active tag, is a type of radio frequency identification (RFID) device that has an integrated battery for more power. This added power helps to increase the reading distance compared to a passive tag. Active transponders continually broadcast their own signal, which makes them particularly useful in situations where continuous monitoring or tracking is required. They are commonly used in location, identification and navigation systems for commercial and private aircraft, among other applications.

Passive Transponders
A passive transponder is a type of radio frequency identification (RFID) device that does not have its own power source. Instead, it derives operating power from the radio waves emitted by an associated RFID reader. The passive transponder consists of a chip with a simple processor, an antenna, and permanent memory.

When the reader emits radio waves, the passive transponder's internal antenna creates a magnetic field, which powers the device and allows it to transmit data back to the reader. Passive transponders are commonly used in applications such as access control systems and animal tracking due to their small size and long lifespan.

Enabling the Transponder Signal
Pilots are usually trained to turn the transponder on, so that it is able to send out and receive signals, once the airplane is on the runway and about to take off. After the airplane has landed and rolled off the runway, the transponder is usually turned to the standby position.

However, in some technologically advanced aircraft, such as those with a G1000 avionics suite, the airplane knows when it has rotated off of the runway and will enable the transponder to transmit signals automatically at that time, and it also knows when the airplane has landed, and will disable the transponder at that moment. Technology does have its advantages.

When is the Transponder Used?
The standard operating procedure in aviation is that if you are in an airplane that has a transponder, that transponder should be turned on and squawking a code. Still, there are situations where it may not be required to do so. For example, in uncontrolled airspace (what pilots call "class G airspace"), it is not necessary to have a transponder were to have a transponder turned on unless one is under the mode C veil.

Transponder Settings
Each transponder has several settings, and these vary a little depending on the manufacturer and the installation. The STANDBY setting is pretty self-explanatory, as the ON setting.
There is a special mode which is set by putting the transponder in the ALT setting. This tells the transponder to send not only a signal with the four-digit code that the pilot has set, but also information on the altitude of the airplane. This is called Mode C, and it is particularly useful to ATC. Radar displays indicate an airplane's transponder response; in Mode C, they also reveal the aircraft's altitude above sea level. Actually, the resolution is only within 200 feet, but that's still pretty good.

ATC needs extra information about airplanes that are flying in especially-highly-controlled airspace. This includes Class B (Bravo) airspace, and it exists around the busiest and largest airports such as (but not limited to) that in Atlanta, Los Angeles, and Chicago. Within 30 nautical miles of these airports, all airplanes must squawk Mode C. That's called the "mode C veil." Airplanes whose transponders cannot squawk mode C simply do not have permission to fly that close to class B airports.

Credit: California Aeronautical University

Spin Training for Pilots
Why its Important?

James Kamali
Jk2000@gmail.com

Spin training can be used to simulate real-world risk areas. Distractions, cross controlled stalls, accelerated stalls, and incorrect stall recoveries are great lead-in moments for spin instruction. Ask your CFI to demonstrate a cross controlled stall resulting in a spin. It'll make you think twice about ever correcting with rudder after overshooting the runway from a base to final turn!

What Exactly Is A Spin?

The FAA defines a spin as "an aggravated stall that results in an airplane descending in a helical, or corkscrew path."
Both wings are stalled in a spin, but one is more deeply stalled than the other. The "more stalled" wing is on the inside of the spin, it flies at a higher angle-of-attack, and it generates less lift than the outside wing.

Since your high wing generates more lift than the low wing, it rolls your aircraft into the spin.
And at the same time, your low wing produces more drag, because it's at a higher angle-of-attack. And that drag causes your plane to yaw into the spin.
When you combine both forces, you wind up in a

fully-developed spin.

How to recover with "PARE"
Spin recovery is pretty simple: break the stall on both your wings. When you do, your plane will fly itself out of the spin. And that's where the "PARE" acronym comes into play.

Step 1) P: Power-To-Idle
The first step in spin recovery is reducing your throttle to idle. In a normal stall, you add power to recover, but in a spin, adding power makes recovering more difficult and it has everything to do with your aircraft's tail.

When you're at a high power setting, airflow from your propeller strike your horizontal stabilizer, causing a tail-down force and pitching your nose up. On top of that, if your center of thrust is lower than your center of gravity, it creates torque that pitches your nose up even further. When you take the power out, you eliminate both of these factors, making it easier to get the nose down and fly out of the spin.

Step 2) A: Ailerons Neutral
When you bring your ailerons to neutral, you help your wings reach the same angle-of-attack, which helps you reduce the rolling and yawing moments in the spin.
If you try to raise your inside wing using ailerons, you'll actually make the spin worse, because you increase the angle-of-attack of the inner wing.

And what about rolling your ailerons into the spin? That's not a good idea either, because as you start to recover, your outside wing is at a higher angle-of-attack, and you can inadvertently start spinning in the opposite direction during recovery.

Step 3) R: Rudder opposite Spin
The next step is one of the most important ones: rudder; If you're spinning to the left, you add right rudder. And if you're spinning right? Add left rudder. When you add opposite rudder, you stop the rolling and yawing moment of the spin.

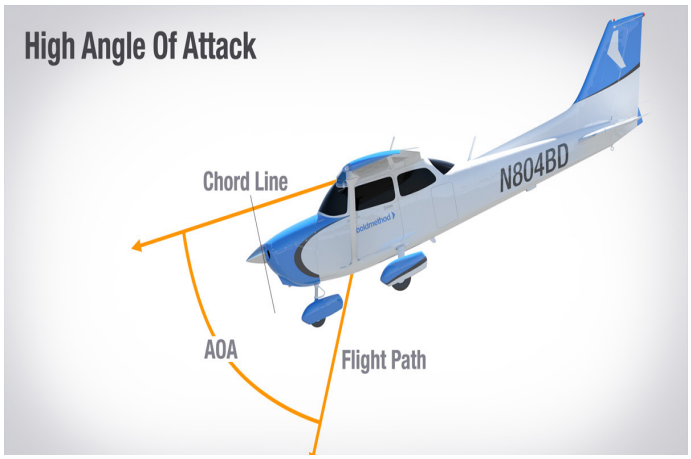
Step 4) E: Elevator Forward
And for the last step; breaking the stall. Once you have your plane configured to fly out of the spin (steps 1-3), it's time to reduce your angle-of-attack and keep on flying. By quickly moving the control yoke forward, you get yourself back under the critical angle-of-attack, and you un-stall your wings.

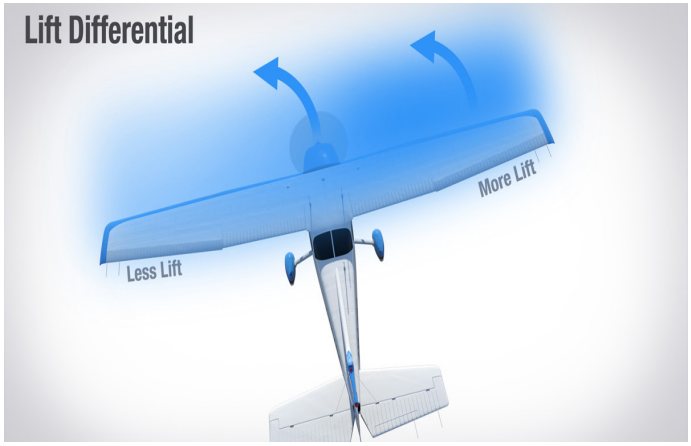
One of the hardest parts of this step is that you feel like you're going almost straight down in a spin, and it doesn't feel natural to push forward on the yoke. But it's the best (and only) way to break your stall quickly and get back to straight-and-level flight.

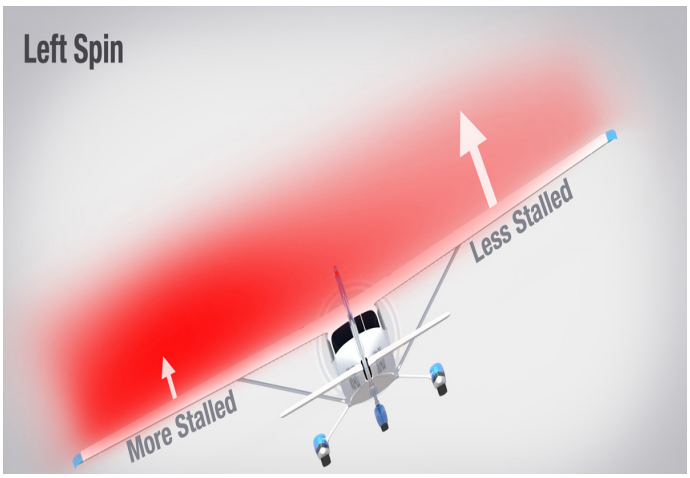
Finish Your Spin Recovery
Once you've completed these 4 steps, your plane will fly itself out of the spin. When it does, bring your rudder to neutral, and raise the nose, and slowly add power to get as you get back to level flight.

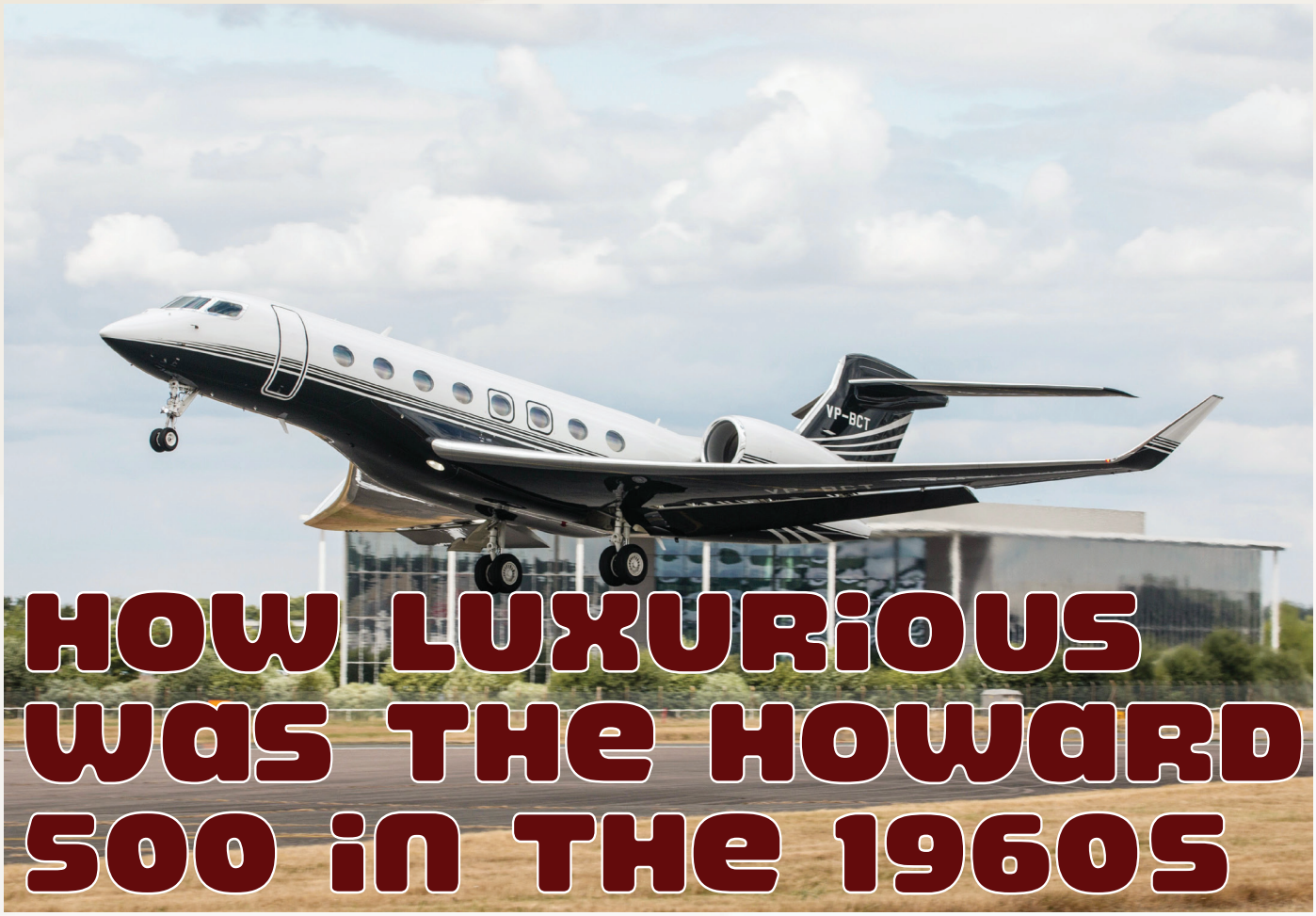
Most training aircraft exit a spin very quickly, but you should always use your aircraft's POH, and remember, have your spin recovery checklist memorized. After all, it's pretty hard to read a checklist during a spin.

Source: Boldmethod









How Luxurious Was The Howard 500 in The 1960s

By Wanyana Maureen
Wanyanamm2015@gmail.com

Howard Aero Incorporated produced the executive transport aircraft, the Howard 500, in the early 1960s. The design was based on producing an efficient transport aircraft for executive flyers. In the 1950s, the company converted the surplus Lockheed Loadstars and Venturas to cater to the executive market.

Howard Aero soon realized the heavy converted aircraft needed to be faster for the mission or lacked the much-needed internal space. The company developed a substantially new design featuring a new fuselage and some major components. The outer wing panels for the Howard 500 were directly borrowed from Lockheed Yenturas, whereas the landing gear system was taken from PV-2 Harpoons.

The Howard 500

- Crew: Two
- Capacity: 10–14 passengers
- Length: 58 ft 5+1⁄2 in (17.818 m)
- Wingspan: 70 ft 4 in (21.44 m)
- Height: 13 ft 7 in (4.14 m)
- Empty weight: 23,000 lb (10,433 kg)
- Max takeoff weight: 35,000 lb (15,876 kg)
- Fuel capacity: 1,550 US gal (1,290 imp gal; 5,900 L)
- Powerplant: 2 × Pratt & Whitney R-2800-CB17 eighteen-cylinder two-row radial engines, 2,500 hp (1,900 kW) each
- Propellers: 4-bladed Hamilton-Standard 24E60-7037A-50 propellers

The Howard 500 was a purpose-built turboprop transport aircraft designed to replace World War II-era piston-engined aircraft. The plane was designed for the emerging corporate market, enabling executives to travel fast and efficiently.

- Douglas DC-6: 2,500-hp radial engines
- Douglas DC-7: propeller blades and spinners
- Vought F4U Corsair: propeller hubs
- Lockheed PV-2 Harpoon: landing gear
- Lockheed PV-1 Ventura: Outer wing panels

The Aircraft Owners and Pilots Association (AOPA) quotes pilot (late) Dee Howard describing the extravagant experience that the Howard 500 offered by stating, *"These airplanes have enriched my life in ways that I couldn't have imagined when I started down this path," he said. "They've put me in touch with the most incredible people and provided experiences that, even looking back on them, are simply beyond belief."*

Salient features of the aircraft

The passenger cabin

- Spacious cabin
- Quiet and clean environment
- Lean-back leather seats
- Stand-up bathroom with running water

The Howard 500 featured a spacious and comfortable cabin, enabling a luxurious travel experience for the elites. The fully pressurized cabin is 6 ft 2 in height, making it easy for occupants to stand up and move without hindrance. The cabin featured Rolls-Royce leather seats for durability and comfort.

The absence of frequency interference in the cabin kept the noise levels to a minimum, allowing a quiet and comfortable experience. The intentional design allowed executives and passengers to have relaxed conversations, including business meetings. The advanced cabin design also featured a stand-up bathroom with running water, another selling point for the 12-passenger aircraft.

The cockpit

- Hydraulic-aided boosted controls
- Advanced and upgraded avionics
- Anti-skid brake
- Auto-squaring props

The Howard 500 also offered an unparalleled commander experience. The two-seat cockpit was equipped with IF and VR flyable technology that can be performed both from the pilot's and co-pilot's positions. The legibility of cockpit displays was significantly enhanced compared to competing models. Moreover, the backlight gages offer low-light legibility, particularly during nighttime flights.

The aircraft had a control surface (rudder and elevators) boost system, assisting pilots in single-engine operations. The heating in the cabin was provided using an AC electrical system with multiple units catering to windshields, galley ovens, and other systems.

The Howard 500 was fitted with Pratt & Whitney R-2800/ CN-17 engine, a lightweight, high-power option. The Vought F4U propeller hub was chosen for the Howard 500, with four-bladed propellers and spinners from the Douglas DC-7.

A little too late to the market

One of the major drawbacks of the Howard 500 was its timing in the market. The executive plane was introduced when the turbine engine era was already underway. Manufacturers like Grumman were already eyeing private jets that would significantly change corporate travel.

According to AOPA,

"The airplane's lone historical distinction is a testament to terrible timing: The Howard 500 is the last FAA transport-category airplane ever certified with radial engines."
A total of 17 luxurious, ultra-high-performance Howard 500s were built, and those, too, never became.

Mistakes Long-Haul Flight Travellers Make

Wanyana Maureen
wanyanamm2015@gmail.com

On the list of ways people want to spend their time, sitting on a plane for hours on end is probably not very high. But long-haul flights are a necessary reality if you need to travel far.

A long-haul flight can certainly be daunting and stressful. Airports and security lines definitely generate traveller anxiety, especially with new guidelines and ever-changing restrictions. But it is important to remind ourselves that the journey to get there is not the vacation, and relaxation awaits you.

In addition to focusing on the positive light at the end of the tunnel, there are also many ways to make the flight a little more pleasant. An easy approach is to understand what not to do.

Wearing Uncomfortable Clothes

The most common mistake people make on long-haul flights is not dressing properly. Since you will be sitting in the same seat for six or more hours, it is essential to be as comfortable as possible.

Avoid heavy and restrictive clothing and instead choose soft fabrics and stretchy garments for peak comfort and coziness. Wearing layers is helpful for the shifting cabin temperatures.
In addition to wearing comfortable, stretchy clothes, you'll

also want to avoid wearing tight, restrictive shoes when you fly.
Loosen the laces so you can slip on and off to get comfortable. At the end of the flight, you'll probably find that your feet have swollen. This is normal and another reason to choose comfortable footwear.

Choosing A Seat By The Restroom

Your seat selection can make a big difference in the quality of your flight experience. If you're looking for a more peaceful time, consider choosing a seat that isn't in a high-traffic area.

Sitting near the restroom may sound convenient, but it's never fun to be in that row when a line forms outside the restroom, sit far away and use the walk to stretch.

Watching The Clock

As the saying goes, "A watched pot never boils." Similarly, time will seem to move a lot more slowly during a long flight if you keep staring at the clock.

"Once you're on board, set your watch to the time of the place you will be landing in, but try to avoid looking at it and counting down the hours," Brogan advised. "Similarly, don't look at the 'where are we' map. You'll land soon enough!"

Forgetting To Double-Check Upgrade Options

Don't assume you can't afford to upgrade your seat on a long-haul flight. Check the upgrade options when you check in for your flight online.

Always check in as soon as the option is available — 24 hours before flight time via the airline app.
Traveling Without Sleep Essentials
You should bring good earplugs or noise-cancelling headphones if you plan to sleep. Additionally, a good sleep mask can make a huge difference. Finally, I recommend finding a good neck pillow before flying.

Flying Without Entertainment

"Before your flight, download movies, music or podcasts to your devices like phone, iPad or laptop and ensure they are fully charged before traveling so you have guaranteed entertainment options," Brogan said. "On a recent flight, my in-flight entertainment was not working properly, so I was glad to have downloaded movies to my iPad as a backup for the hours in the air."
Your entertainment doesn't have to involve a screen either. Bring a book or magazine or do crossword puzzles for entertainment.

Overlooking Seat Options

Be sure to select your seat in advance, if you don't want to end up stuck in a middle seat on a long flight. Most airlines do not charge a seat fee for economy, but if you can splurge I say go for comfort plus or economy plus.

Extra legroom is key.

Select a window seat if you plan on sleeping. Pay extra for an exit-row seat if you will be more comfortable with extra legroom. It really comes down to what time the flight is and whether or not you plan to sleep.

Boarding Without A Sleep Game Plan

It is important to figure out what you will be doing on the flight, is it a red-eye flight where the goal will be to sleep? Or is it during the day when you will need to stay occupied?
Try to sleep when it's night-time at your destination, rather than your origin. And if you're planning to sleep during the flight, avoid caffeine and try to walk around the airport to tire yourself out before boarding.

Watching movies can make you sleepy, so instead log on to Wi-Fi and work or shop when you need to be awake. Do not take a nap once you land at your destination, Power through so that you sync up your body with the local clock. You will adapt much better to the new time zone.

Feel Obliged To Talk The Whole Time

When traveling with colleagues, you don't have to sit next to them, a long flight is a long time to make small talk."
Unless you need to do collaborative work during a flight, choose your own seat on a business trip if possible and try to put some space between you and co-workers. You'll have plenty of time together at the airport and then your destination.

Not Bringing Enough Food

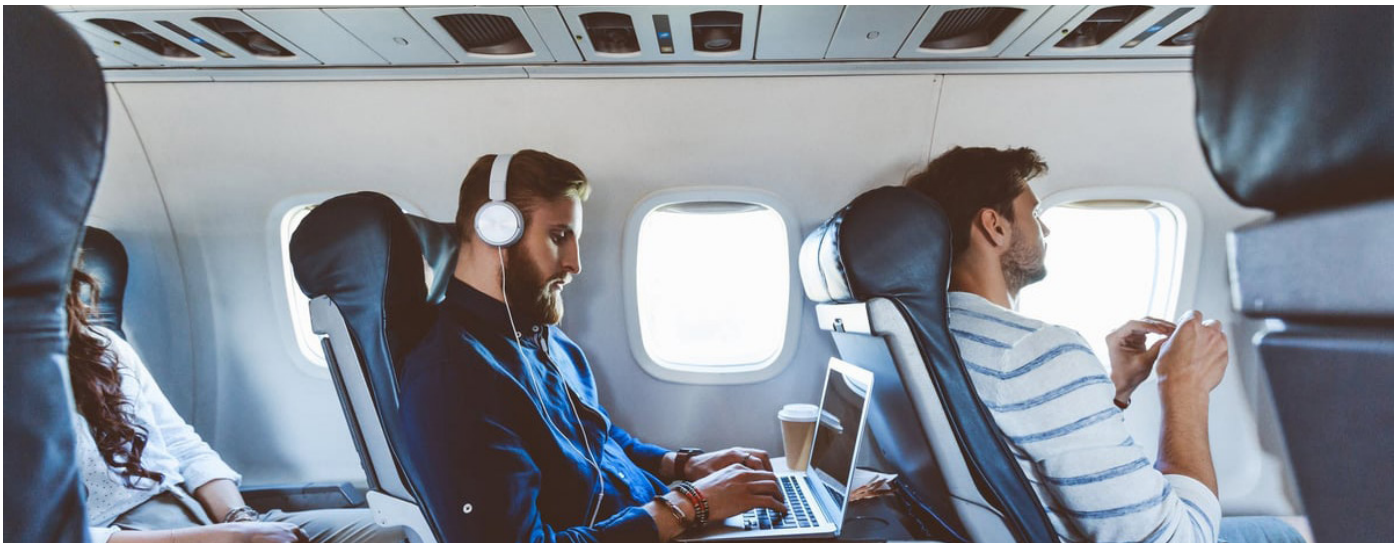
Unless you're sitting in business class, you're not guaranteed a lot of meal and snack choices, so if you're particular, it's best to eat just before the flight or come prepared with your own food.

Neglecting Self-Care

Being on a long flight might feel like some sort of alternate reality where time and rules don't apply, but it's still important to take care of yourself and your body when you can.

Don't forget to stay hydrated and take any vitamins and medications that are part of your daily routine. You'll feel much better during your trip if you do what you can to take care of yourself during the transit process.

Credit: HuffPost



AIRPLANES THAT WERE DISCONTINUED BY MANUFACTURERS AND WHY

Namukasa Joan
Joannamukasa2015@gmail.com

Air travel is no longer the preserve of the rich in the same way that it was in its earliest days. Sure, there are plenty of eye-wateringly expensive private jets that only the wealthiest in society can afford, but despite increasing ticket prices in recent years, the commercial aviation industry is in the midst of a post-pandemic travel boom.

Boeing and Airbus dominate the market today.

Airbus A380

As the largest passenger jet ever built, there was only ever going to be a limited market for the Airbus A380 superjumbo. It can carry more than 600 passengers across its two full-length decks, and the first example was delivered to Singapore Airlines in

2007. After an initial flurry of orders, it soon became clear that most airlines simply couldn't justify the purchase of such a huge plane, and so demand quickly fell. It was announced in 2019 that production of the A380 would end, since the demand simply wasn't there to keep the production line open. Most airlines instead favored the twin-jet A350, which could carry almost as many passengers but was notably cheaper to run.

Concorde

After many years and thousands of hours of development, Concorde took its first commercial flight in 1976. For the first time, major global hubs like London, Paris, and New York were connected by an aircraft capable of traveling at supersonic speeds, vastly cutting down travel time for passengers.

The first issue with Concorde was that it was incredibly expensive and complex to produce. It was developed jointly by a British and French consortium, with two production lines, one in each country. It was built only for the flag carrier airlines of those two countries, and its high fuel costs and controversial sonic boom meant that it was only viable on select routes. As a result, only 20 examples were constructed before production ceased.

Boeing 757

Built for more than two decades between 1982 and 2004, the Boeing 757 was popular with both passengers and airlines. Over 1,000 examples were built, but a combination of factors led to the plane being discontinued despite many calling for an updated version to be built.

The first issue facing the 757 was the competition from its sibling, the 737. The 757's design also made it less practical to update, with more significant and therefore costly revisions needed for it to become as efficient as market-leading models.

Gulfstream G550

Right up until the end of its production run, the Gulfstream G550 remained one of the longest range business jets in the world. The first G550 delivery was made in 2003, and the last example

reached its intended buyer in 2021. The jet was an updated version of the Gulfstream V, which was considered the first ever ultra-long range private jet.
Its place in Gulfstream's lineup was filled by the G600, an even more advanced jet, but one that comes with a substantially higher price tag. Much like the G550, the G600 is capable of connecting major hubs like Tokyo and New York without the need to refuel.

Tupolev Tu-154

Russia's last commercial Tupolev Tu-154 was finally retired from service in 2020. Production of the jet began in 1972, just as the then-Soviet Union's domestic aviation industry was starting to rapidly expand.

It remained in production until 2013, but by that time, Russia's airlines had already largely replaced the jet with more modern, fuel-efficient aircraft from Airbus and Boeing. The Tu-154 was also dogged by safety concerns throughout its working life. It was involved in more than 70 crashes, with both civilian and military jets affected.

Boeing 727

Built between 1963 and 1984, the 727 was at one point the best-selling passenger jet on the planet. It played a key role in helping major carriers connect smaller airports around the U.S. to major hubs, as well as ferrying passengers on shorter international trips across both America and Europe.

Its unique design was also eventually the reason that the 727 was discontinued. Its three engines were substantially noisier than the newer twinjet 757, as well as being less efficient. As production for the 757 ramped up, there was little incentive for airlines to order the 727, and so it was discontinued.

Airbus A300

The A300 was the first aircraft made by Airbus, taking its maiden flight in 1972. Airbus was created in an effort to unite aircraft production facilities across Europe, with parts of the A300 made in Germany and the U.K. being transported to Toulouse in France for final assembly. It attracted very few customers.

By the time the aircraft was discontinued in 2007 as a result of declining sales, a total of 561 examples had been built.

Lockheed JetStar

It's considered the first ever business jet, although it was originally designed for government use. It took just 241 days from the date that the idea was conceived for the first example to take its maiden flight.

The jet was designed to carry between eight and 10 passengers depending on its configuration, and was ordered by several governments and air forces to transport high-ranking leaders and their staff.
It proved a successful move, with over 200 examples of the JetStar built before production ended due to declining interest at the end of the '70s.

Learjet

Designed and built by Bill Lear, the first Learjet was built in Kansas in 1963. Over the following decades, more than 3,000 examples would be built in various configurations, with the roomiest variants allowing eight passengers to travel.

Some wealthy buyers even commission private aircraft of the size usually reserved for intercontinental passenger jets, like the Canadian rapper Drake's personal Boeing 767. With the market's decisive shift towards larger aircraft, it was perhaps inevitable that the relatively tiny Learjet would be discontinued eventually.

Airbus A340

The Airbus A340 was designed to connect major cities in different continents without the need to refuel. It became the first ever aircraft to fly non-stop between New Zealand and Europe in 1993, and was used by several European flag carrier airlines to establish a new network of ultra-long haul routes.

However, it only remained popular for a relatively short period of time, as its globetrotting abilities were soon matched by newer and more fuel efficient aircraft.

At the time of the A340's launch, quad-jet aircraft were still the default option for airlines looking for long haul flights. They were more expensive than twinjet aircraft, but offered better range and were certified for use on a wider variety of routes thanks to their superior safety ratings.

Boeing 747

The Boeing 747 was the original jumbo jet. It first entered service in 1970 and remained available to order until 2020, when Boeing announced its discontinuation. The last new commercial aircraft left the factory in December 2022, destined for cargo airline Atlas Air.
The 747's demise was inevitable given the overall market shift from quad-jet long-haul aircraft to twinjets.

Flying Go-Arounds and How to Prevent a Crash

Philberth Maximillian

A go-around in aviation is an aborted landing of an aircraft that is on final approach or has already touched down. A go-around can either be initiated by the pilot flying or requested by air traffic control for various reasons, such as an unstabilized approach or an obstruction on the runway.

Steps involved in go-around procedures

1) Power: increase
2) Elevator pressure: apply
3) Stabilize the aircraft at full power
4) Flaps: gradually retract
5) Climb speed: establish
6) Trim: reset

If at any point during approach and landing, including runway flare just above the ground, you feel your landing is taking a turn for the worse, go around. It could cost you 5 more minutes of flight time in your logbook vs. a much

worse alternative.
Trim

Light aircraft such as a Cessna 152 (with low power and moderate trim use) do not pitch up rapidly during a go-around. No serious problems are presented for pilots of light aircraft like the C152 because there is no real trouble with keeping the plane at a safe attitude; as the power is applied, the yoke is held forward, and the trim is then rolled forward as needed.

For certification requirements of nearly all general aviation aircraft, the pilot must be able to manage the airplane in a full-power, full-trim go-around. Conversely, with high-powered airplanes, the nose may pitch up aggressively into a dangerous attitude during a go-around, especially when it has an aft CG. Pilots of powerful airplanes must be ready to handle this rapid attitude change.

Flaps

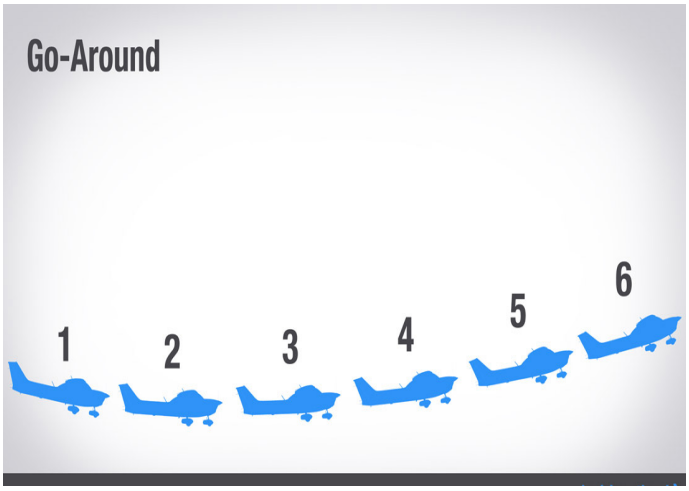
Managing the flight controls during a go-around becomes much easier once flaps have been retracted, gradually. Lift generated by the wings decreases incrementally as the flaps are retracted; with decreasing lift, the aircraft climb rate is likely to decrease, or momentarily stop, as well. Drag decreases as the flaps are retracted, allowing the airplane to accelerate to a rate that will generate lift equal to that lost by the retracting flaps. The goal is to do this without losing altitude. If you follow your aircraft's operating handbook, once the pitch has been stabilized and power has been applied, your airplane will start gaining altitude.

Airspeed and Floating

Floating down the runway (especially short runways) leads to dozens of aircraft accidents every year. Floating occurs when pilots enter a flare with excessive airspeed and maintain a level or slightly nose-high attitude; the pilot waits and flies over much of the runway while the excess energy bleeds off in order to make a safe landing. Unless you're landing at a long runway, you should always avoid floating down the runway. It's a dangerous habit to form. Instead, go-around when you notice you're coming in over the runway too fast. Nailing that one landing isn't worth totaling your aircraft.

Crosswinds and Gusts

Gusting winds must be taken into account during a go around when the airplane is in ground effect during its flare.
A normal gust spread of 5 knots isn't anything to worry about, but when the gusts are roughly 10 knots and above, you must consider at what point you're initiating a go-around. If you begin a go-around during the peak of a gust and it dies, your airspeed will drop off with it. Imagine you've added power during a 15 knot gust, before the plane had the chance to accelerate, when the gust dies, there's a chance your plane could settle to the ground. With extreme gusts, there's a risk that you could be pushed off of the runway at low speed, even if you're



initiating a go-around. Pull the nose up to counteract the sink - If you pull the nose and the gust doesn't maintain itself or return, you should expect to contact the runway.

A Bad Bounce

A bounce during landing is more intense than a ricochet (which is comparable to the light skipping of a stone on a lake). In both bounces and ricochets, the aircraft impacts the ground at a high airspeed, well above stall speed. The difference between the two is that a bounce happens when the airplane impacts the runways at a much more vertical angle and higher decent rate. During a bounce, it's not uncommon for a pilot to hit the runway and be back in the air, 15 feet above the ground, wondering if they should save the landing or go-around.

Instead of saving the landing, lower the nose slightly so you don't bounce any higher, add full power, and build speed during a gradual climb. Once you've gained airspeed, begin a normal go-around climb. Just remember that this should all happen at once: you should push the nose forward as you add power - Both hands go forward at the same time.

Wind Shear on Final

It's one of the most dangerous situations on final approach: wind shear. Wind shear occurs when winds rapidly change heading (from a headwind to a tailwind) without changing velocity. This leaves aircraft experiencing dangerous and extreme airspeed, attitude, altitude, and heading changes. Basically, it's not a great thing to have happen to you while you're traveling at 75+ knots a few feet above the ground.
As the wind shifts from a headwind to a tailwind, your airspeed decreases rapidly, causing a dramatic loss of lift. When this happens, there's no time to think about how to save the landing, just go-around. You need to immediately add power, pitch up a little to arrest your descent rate, and go-around, when you encounter wind shear. If you hear wind shear reports from other aircraft or begin experiencing it yourself, do not risk the safety of yourself or your passengers, go-around.

Source: Boldmethod

BEST WAYS TO EARN AIRLINE MILES

Namukasa Joan
Joannamukasa2015@gmail.com

Since they first took off more than 30 years ago, frequent flyer programs have undergone as many changes as the airline industry itself. While it's still possible to reap some major rewards or to waste time collecting points you'll never use today's programs look very different from those of even a few years ago.

A huge shift, notes Brian Kelly, who calls himself "The Points Guy" and runs the website ThePointsGuy.com, has been in the way many airlines now calculate their rewards. Often called a "revenue-based model," it rewards travelers for the amount of money they spend rather than the miles they fly. In other words, frequent flyer programs are becoming serious spender programs.

That can be a good thing or a bad one depending on the type of traveler you are. If you typically fly in economy class, you're likely to benefit less than before. On the other hand, Kelly says, "just a couple of trips a year in a premium class of service" could mean many thousands of miles added to your account.

KEY TAKEAWAYS

Focus on Where You Fly

You're most likely to earn enough points to actually get something in return if you concentrate on just a couple of

airlines that ply the routes you expect to fly. For instance, it's better to have 100,000 points with one carrier than 10,000 each with 10. The only exception to this general rule is if you're able to transfer points or miles between programs on a 1:1 basis.

Note, too, that points may expire if your account is inactive for a certain period (typically 12 to 18 months). You'll need to monitor any account you open or risk losing your miles another reason to keep the number manageable.

Consider Airline Partners

Many airlines belong to networks of domestic and foreign carriers, such as Oneworld, SkyTeam, and Star Alliance. These organizations, which you become part of by signing up for a member airline's frequent flyer program, allow you to earn, combine, and redeem miles on any partner airline.

Again, which of these you might want to become part of will depend on the airlines you primarily fly. Their partners are listed on their sites, which can help you determine at a glance which airline frequent flyer programs to enrol in.

Get a Points or Miles Bonus

To entice you to sign up for credit cards co-branded with airlines, credit card issuers frequently offer bonus miles, sometimes enough for a reward all by themselves. Of course, that's in the big print on their promotions. In the smaller print, you'll find the terms. For example, some require you to spend a certain amount of money within a certain time to get travel rewards.

Alina Comoreanu, a research analyst with the finance website WalletHub.com, says that these cards are attractive if you are planning a big trip in the near future and already expect to spend a certain amount of money. Bear in mind that they often have hefty interest rates. So, unless you pay your bill off each month, you need to weigh the value of your bonus against the interest charges.

Choose the Right Credit Card

Using a rewards credit card for all of your purchases (and paying it off each month) can be another way to rack up enough miles for a reward. There are two basic types of cards to consider: the co-branded cards affiliated with an airline and more general rewards cards that offer an assortment of awards, including airline miles.
"The main difference between the cards would be that the airline-affiliated cards are more rewarding when used with said airline, while the generic one offers a larger spectrum of redeeming options," Comoreanu says.

Dine Out

Another good way to pile up points and keep them from expiring is to link your credit card to a frequent flyer plan's dining program, Kelly notes. When you charge a meal on that card at a participating restaurant, you'll earn points based on the size of the tab.

You could also earn points or miles toward flights on other dining purchases when you use a general travel rewards card. When using a rewards card to pay for meals, be sure to pay attention to credit card merchant category codes to ensure that you're getting the most number of miles or points possible for those purchases.

Use Shopping Portals

Many airlines also have shopping portals on their frequent-flyer websites. By going to that page first and clicking through to a participating merchant, you can earn points on your purchases.

Keep in mind, however, that spending through a shopping portal just to earn miles or points could backfire. If you're carrying a balance on your card month to month, the value of any additional travel rewards you're earning could be negated by the interest you pay.
Fly

Yes, you can still earn miles by flying, a fact easily overlooked among all the other ways to earn them. Because of the move to revenue-based programs, a costly ticket may get you more miles than a cheap one, even if the latter's route covers a greater distance. That, of course, is rarely a good reason to spring for a crazy high fare, especially if you're the one paying the bill.
The value of miles varies from airline to airline, but figure they're worth about a penny apiece on average. That makes it pretty easy to compare fares and do the math.

Do Airline Miles Expire?

Though every airline has different rules, miles very often expire. Most miles will expire after several years, though some airlines allow you to extend this period if you've flown with them. In addition, some time periods may be extended based on the purchase history of a select credit card. In all, be prepared to track your miles; otherwise, you'll likely notice some fade away when unused.

Credit: Greg Daugherty

THE ROYAL CANADIAN AIR FORCE'S CH-146C MK II GRIFFON HELICOPTER

James Kamali
Jk2000@gmail.com

The Bell CH-146 Griffon is a multi-role utility helicopter designed by Bell Helicopter Textron as a variant of the Bell 412EP for the Canadian Armed Forces. It is used in a wide variety of roles, including aerial firepower, reconnaissance, search and rescue and aero-mobility tasks. The CH-146 has a crew of three, can carry up to ten troops and has a cruising speed of 220–260 km/h (120–140 kn; 140–160 mph).

The CH-146 is a continuation of decades long use of the Huey family by Canadian military, starting with the UH-1H model in 1968, and expanded by use of the UH-1N Twin Huey; known as the CH-118 and CH-135 respectively. Both were retired in the 1990s and replaced by the CH-146; it also replaced early model CH-147 Chinook and CH-136 Kiowa helicopters, although in the 2010s additional Chinooks were acquired of the latest type. The CH-146 has served in missions internationally and domestically. They were built in Canada. The fleet is currently being modernized for service into the 2030s. The Griffon can be equipped with various specialized bolt-on mission kits which can enhance its performance, from increasing range to improving protection against enemy fire, etc

While the CH-146 can be equipped with a total of 13 seats in the cargo area in addition to the two in front for the aircrew, weight restrictions usually result in a

normal combat load of eight equipped troops or fewer depending on armament and fuel carried. The aircraft can also be configured for up to six stretchers.

Upgrade and Maintenance

The CH-146 was forecast to be retired as early as 2021, but with an option to extend. Bell Helicopter Textron Canada Inc. was awarded a C$640 million contract to overhaul and repair the CH-146 fleet until retirement in 2021. The contract includes options to extend the contract up to 2025 if necessary.

In January 2019, Canada announced plans to modernize and extend the life of the existing 85 CH-146s to 2031. In May 2022, the contract was signed. The contract with Bell Canada will allow the type to be in service until the 2030s. The maintenance work is done in Canada and sustains over 1100 jobs there.

In April 2024, the Government of Canada announced plans to spend C$18.4 billion over 20 years to acquire additional helicopters that are more "modern, mobile, and effective" to increase the speed and airlift capacity in responding to natural disasters, emergencies, and assertions of sovereignty. It is not clear if implication is to supplement or replace the CH-146 fleet. The CH-146 is one of several assets in Canada's vertical lift portfolio which, by the 2020s, includes the CH-149 Cormorant (Medium-lift Search and Rescue (EH101)), CH-147 Chinook (twin-rotor heavy-lift), CH-148 Cyclone (maritime medium lift transport and ASW (S-92)), among others.

In 2024, the Canadian Government announced a service contract to sustain the CH-146 Griffon fleet.

Deployment and Operations;

Canada

The CH-146 Griffon have been deployed in various operations in Canada since their introduction in 1995. They have been deployed during the Operation Saguenay in 1996 and Operation Assistance in 1997.

The CH-146 have also played a major role during the great ice storm of 1998. They were deployed during the 28th G8 summit and 36th G8 summit. They were also deployed to secure the 2010 Winter Olympics during the Operation Podium. In May 2016, four Griffons were deployed as part of Operation LENTUS 16-01, to provide emergency services for victims of the 2016 Fort McMurray wildfire.

Haiti and the Balkans

CH-146s have been deployed in Haiti. They were deployed during Operation Standard and Operation Constable between 1996 and 1997. They were deployed more recently during Operation Halo in 2004 and Operation Hestia in 2010.
Griffons have been deployed in Bosnia and Kosovo during Operation Kinetic between 1999 and 2000 and Operation Paladium between 1998 and 2004.

Afghanistan

In 2007, the Canadian American Strategic Review suggested that the Canadian Forces consider deploying Griffons to Afghanistan, because they were comparable to the UH-1 Hueys deployed by the United States Marine Corps. The USMC used both the Bell UH-1N Twin Huey (also used by Canada) and the newer Bell UH-1Y Venom.

On 26 November 2008, the Canadian Forces announced in a statement that eight Griffons would be modified to act as armed escorts for CH-147 Chinook helicopters in Afghanistan. Equipped with a M134D Minigun, the helicopters were employed in a defensive and support role, including the evacuation of battlefield casualties. The eight CH-146s arrived at Kandahar International Airport on 20 December 2008.

Latvia

Starting in 2025, Canada is planning to send 4 Griffon's to Latvia, as part of a NATO mission there, specifically Operation REASSURANCE.