

THE Aviator

UGANDA | KENYA

4: ISSUE

JULY 2020

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IATA's roadmap to restarting aviation

"Stay strong. We will get through this crisis and keep the world connected." Alexandre de Juniac, IATA's DG & CEO.

Geneva - The International Air Transport Association (IATA) represents some 290 airlines comprising 82% of global air traffic. IATA has released details of its proposed temporary layered approach to biosecurity for re-starting passenger flights amid the COVID-19 crisis.

IATA has published a Roadmap for Restarting Aviation which outlines IATA's proposal for a layering of temporary biosecurity measures. The Roadmap aims to provide the confidence that governments will need to enable the re-opening of borders to passenger travel; and the confidence that travellers will need to return to flying.

"There is no single measure that will reduce risk and enable a safe re-start of flying. But a layering measures that are globally implemented and mutually recognized by governments can achieve the needed outcome. This is the greatest crisis that aviation has ever faced. A layered approach has worked with safety and with

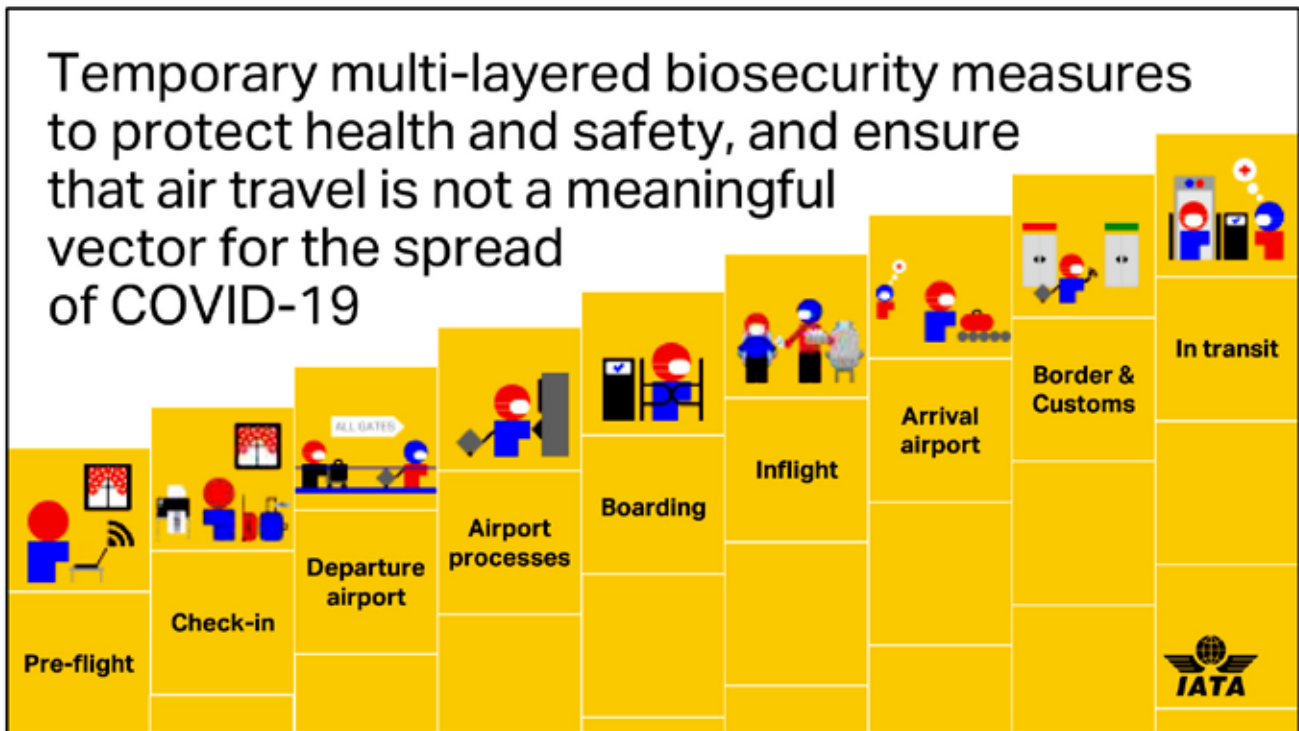


security. It's the way forward for biosecurity as well," said Alexandre de Juniac, IATA's Director General and CEO.

Alexandre de Juniac
IATA's
DG & CEO

Highlights of the Roadmap include:

Pre-flight, IATA foresees the need for governments to collect passenger data in advance of



This temporary multi-layered approach during the re-start aims to protect the health and safety of passengers and crew; and to ensure that air travel is not a vector for COVID-19 transmission.

travel, including health information, which should be accomplished using well-tested channels such as those used for eVisa or electronic travel authorization programs. At the departure airport, IATA foresees several layers of protective measures:

- Access to the terminal building should be restricted to airport/airline workers and travellers (with exceptions being made for those accompanying passengers with disabilities or unaccompanied minors)

- Temperature screening by trained government staff at entry points to the terminal building
- Physical distancing through all passenger processes, including queue management
- Use of face coverings for passengers and masks for staff in line with local regulations
- Self-service options for check-in used by passengers as much as possible to reduce contact points and queues. This includes remote check-in (electronic / home printed boarding passes),

automated bag drops (with home printed bag tags) and self-boarding

- Boarding should be made as efficient as possible with re-designed gate areas, congestion-reducing boarding priorities, and hand luggage limitations
- Cleaning and sanitization of high touch areas in line with local regulations. This includes wide availability of hand sanitizer.

[In-flight, IATA foresees several layers of protective measures:](#)



- Face coverings required for all passengers and non-surgical masks for crew

- Simplified cabin service and pre-packaged catering to reduce interaction between passengers and crew

- Reduced congregation of passengers in the cabin, for example by prohibiting queues for washrooms.

- Enhanced and more frequent deep cleaning of the cabin

At the arrival airport, IATA foresees several layers of protective measures:

- Temperature screening by trained government staff if required by authorities

- Automated procedures

for customs and border control including use of mobile applications and biometric technologies (which have already proven track record by some governments)

- Accelerated processing and baggage reclaim to enable social distancing by reducing congestion and queuing

- Health declarations and robust contact tracing are expected to be undertaken by governments to reduce the risk of imported chains of transmission

IATA stressed that these measures should be temporary, regularly reviewed, replaced when more efficient options

are identified or removed should they become unnecessary. Specifically, IATA expressed hope in two areas which could be ‘game-changers’ in facilitating efficient travel until a vaccine is found:

COVID-19 testing:

IATA supports testing when scalable, accurate and fast results are available. Testing at the start of the travel process would create a ‘sterile’ travel environment that would reassure travellers and governments.

Immunity passports:

IATA would support the development of immunity passports to segregate no-risk travellers, at a time when these are backed by medical science and recognized by governments.

IATA reiterated its opposition to social distancing on board aircraft and quarantine measures on arrival:

- Quarantine measures are obviated by the combination of temperature checks and contact tracing.

Temperature screening reduces the risk of symptomatic passengers from traveling, while health declarations and contact tracing after arrival reduce the risk of imported cases developing into local chains of transmission.

- Social distancing on board (leaving the middle seat open) is obviated by the wearing of face coverings by all on board on top of transmission reducing characteristics of the cabin (everybody is front facing, air flow is from ceiling to floor, seats provide a barrier to forward/aft transmission, and air filtration systems that operate to hospital operating theatre standards).

The mutual recognition of globally agreed measures is critical for the resumption of international travel. IATA is reaching out to governments with the Roadmap. This engagement is in support of the COVID-19 Aviation Recovery Task Force (CART) of the International Civil Aviation Organization (ICAO) which is tasked with developing the global standards needed for the

safe re-start of aviation. “The Roadmap is the industry’s high-level thinking on safely re-starting aviation.

Timing is critical. Governments understand the importance of aviation to the social and economic recovery of their countries and many are planning a phased re-opening of borders in the coming months. We have a short time to reach agreement on the initial standards to support safely reconnecting the world and to firmly establish that global standards are essential to success. This will change as technology and medical science advances. The vital element is coordination.

If we don’t take these first steps in a harmonized way, we will spend many painful years recovering ground that should not have been lost,” said de Juniac.

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MAINTAIN CONTROL
OF HIS AIRLINER
AS TERRORISTS
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ICAO: Application of Covid-19 safety management principles

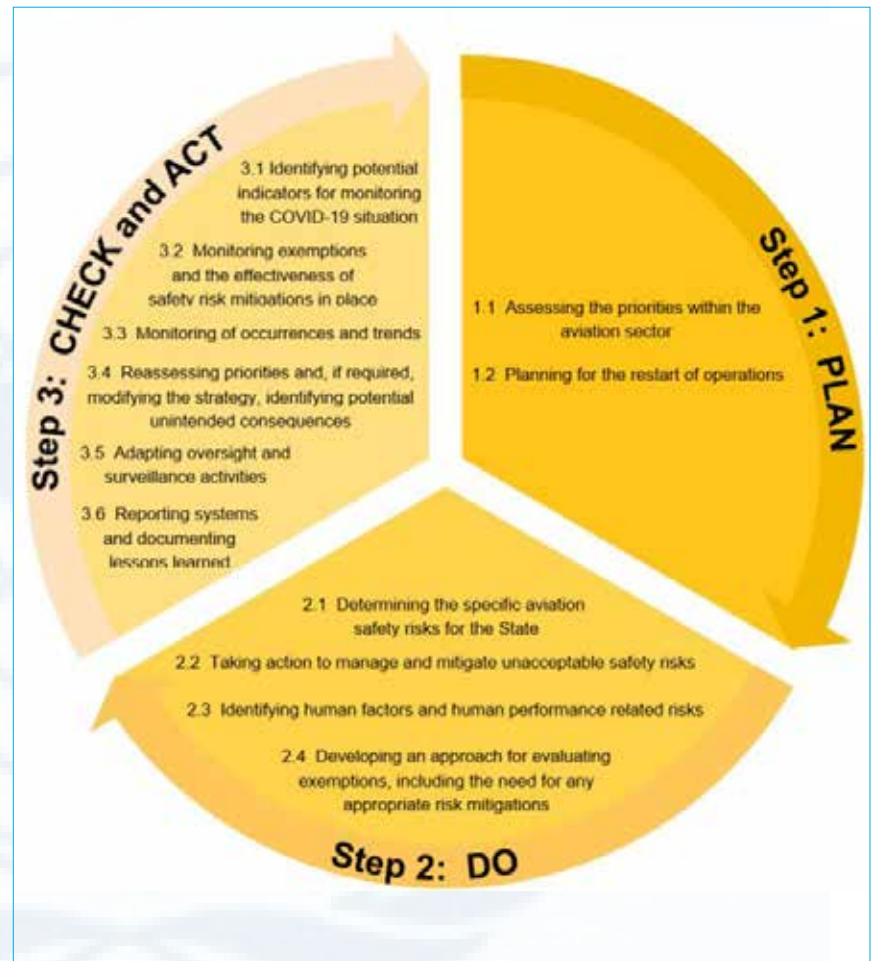
The decision-making process involves assessing the COVID-19 situation and the collection and analysis of available data and information within the State.

The following provides a safety risk management approach using the plan-do-check-act (PDCA) cycle for managing aviation safety risks during the pandemic. The safety management principles as described can be applied by States at different levels of SSP implementation.

Step 1: PLAN

Assessing the priorities within the aviation sector. Service providers will encounter different challenges and will need different strategies when dealing with the situation.

The maturity of the service providers safety management system (SMS) should be taken into consideration as this will affect their ability to identify, prioritize and



manage their safety risks more effectively. Some operations may change due to travel restrictions, the increased demand for the transport of cargo, etc. As a result, service providers will have to shift their operations to respond (e.g. maintenance organizations will focus on storage and maintenance

of parked aircraft). The existing surveillance plans should also be reviewed as many organizational and operational aspects of the service provider may have changed. The pandemic will also impact many aspects that should also be considered, such as safety culture, people

behaviours, the reporting system, budgets for training, SMS effectiveness, etc.

This will require coordination with industry and a plan to prioritize activities as well as CAA resources. The analysis of data collected should be used to support the management of resources. CAAs and service providers should establish a strategic plan with a timeline that supports the management of the next steps.

Planning for the restart of operations

Even at an early stage, planning for the restart of operations will help to plan resources and manage the limited capacity of CAAs. This will require coordination and communication with public health authorities based on forecasts and projections. It would also be important to work closely with industry on their intentions for limiting and restarting operations so that it is planned and managed effectively. This would include determining what is expected of service providers for when restarting operations, which could include requesting a restart plan that would be agreed by the CAA.

Guidance should be provided on what documentation the CAA



would want to review. It is expected that service providers could use a combination of their emergency response plan (ERP) and their management of change procedures to restart operations.

Step 2: DO

Determining the specific aviation safety risks for the State

CAAs should apply a safety risk management approach, through the analysis of

*ICAO Council
President Salvatore
Sciacchitano*

available data collected to understand the context, and specific hazards and risks caused by the pandemic on the aviation system. Some CAAs may have to rely on subject matter expert opinion from both within the CAA and industry if there is only limited data available.

This should include analysing the hazards and safety risks related to the CAAs capabilities and resources as well as those more specific to industry. It is important to consider the hazards and safety risks at the different stages of the pandemic as they will vary at each stage.

Where possible CAAs should carry out safety risk assessments to identify the more significant safety risks, identify when State action is needed and to prioritize those actions.

The level of detail of safety risk assessments conducted may vary from a formal quantitative to a qualitative safety risk assessment supported by subject matter experts. When carrying out any safety risk assessment

CAAs should ensure that all the relevant department experts are involved as some safety risks will overlap different regulatory domains.

Taking action to manage and mitigate unacceptable safety risks

Once an understanding of the safety risks have been identified, CAAs should decide on any actions it should take to manage those risks during the pandemic. This would not necessarily mean the use of exemptions.

These actions could be to enable the acceleration of processes and prioritizing CAA work and resources (e.g. humanitarian and repatriation flights). It should also consider the risks of taking no action as this may have longer term impact during the restart activities.

Having a better understanding of the safety risks will make it easier to prioritize surveillance activities and determine what can be postponed. CAAs may also take action to restrict or stop certain aviation activities during

the pandemic (such as sports and recreational flying) to reduce the workload on ATC services that may be running on reduced resources.

To expedite many of these actions, the normal regulatory change mechanisms may need to be adapted or delivered through “supplementary” directives. It may be useful to initially encourage action on a voluntary basis while developing the formal directives or regulatory changes.

Identifying human factors and human performance related risks

It is important to recognize that there will be a significant impact on the people working within the aviation community. This is likely to continue and possibly change once operations are restarted. CAAs should address this risk with the senior management of service providers to determine how they are managing the impact on its people and the safety culture of the organization.

This includes the risk of errors due to distractions,

stress, fatigue, staff or relatives who are sick, unfamiliarity with changing tasks, extended working hours, competing priorities, etc.

Developing an approach for evaluating exemptions, including the need for any appropriate risk mitigations

If the health measures put in place to address the spread of COVID-19 impacts the renewal of medical certificates, licenses and approvals, service providers may request exemptions to keep operating. Requests for exemptions should be reviewed on a case-by-case basis and accompanied by a safety risk assessment and proposals for additional risk mitigation to be applied to reduce the safety risk. CAAs may take into consideration practices being implemented by other States, keeping in mind operational considerations that may vary between States and between service providers.

CAAs should establish a process for the review and acceptance of exemption

requests, which should be based on safety risk management approach. Sector-wide exemptions could also be issued.

This would need careful consideration as service providers will have unique activities and different safety risks. However, this may be beneficial for CAAs as it may be useful for managing resources and movement restrictions.

Note:

ICAO is supporting discussions on alleviations applicable to different operational domains through the publication of Quick Reference Guides (QRG).

CAAs will also need to consider the magnitude, nature and aggregated risk of accepting multiple exemptions from the same service provider or an organization that holds multiple certificates.

The responsibilities for risk acceptance, related to exemptions with accompanying mitigations accepted during this period, need to be clearly documented by service providers and

CAAs (e.g. to support any requests for extensions and for the restart of the aviation system). 5-4 ICAO Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19

If CAAs choose not to allow exemptions this may result in the lapse of licenses and approvals delaying the restart of operations by service providers, as training and recency requirements will need to be addressed.

CAAs will have to decide whether to accept exemptions issued by other States that constitute differences from ICAO Standards and Recommended Practices (SARPs). In exercising its sovereignty under the Chicago Convention, CAAs should determine if the exemptions granted consider safety risk management approach and are suitable for its own State aviation system.

Note:

The Convention on International Civil Aviation (Doc 7300, Chicago Convention), to notify ICAO of any

differences that may arise, temporary differences resulting from COVID-19 shall be notified as requested in State letter AN 11/55-20/50, dated 3 April 2020. These differences can result from changes in regulations or as exemptions granted during this period. ICAO has facilitated such procedures by developing the COVID-19 Contingency-related Differences (CCRD).

Step 3: Check and Act Identifying potential indicators for monitoring the COVID-19 situation

CAAs should monitor the progress of the pandemic and the impact of mitigations taken by other State authorities on the aviation system. In addition, indicators should be established that are specific to managing the safety risks resulting from COVID-19 and the associated long-term impacts to the aviation system. Data to monitor indicators need to be collected and should include existing occurrence reporting systems.

Existing State safety performance indicators (SPIs) should continue to be monitored but there should be recognition that any trends, targets and alert levels may not be statistically valid as a result in the reduction of operations.

Monitoring exemptions and the effectiveness of safety risk mitigations in place

This will require communication and coordination with industry stakeholders. This may include regular meetings to discuss proposals, and to share challenges and lessons learned. This should also include the agreement of proposed actions to measure and monitor the effectiveness of safety risk mitigations in place. This will support potential future extensions and eventual termination (upon restart of the aviation system).

SPIs should consider the impact and effectiveness of any exemption(s) granted, including deadlines and extensions. There should also be means to monitor

exemptions to check that the expiry dates have not been exceeded and if the required safety risk mitigations are in place. This includes follow-up actions once operations have been restarted.

Monitoring of occurrences and trends

This process will have a significant impact on how CAAs manage occurrences and monitors them for trends, which may require a more detailed review of individual occurrences as trends may be misleading due to the change of operations. This may also delay the speed at which occurrences are reported to CAAs and closed by the service provider.

Reassessing priorities and, if required, modifying the strategy, identifying potential unintended consequences

Throughout this period the activities will need to be continuously monitored as situations can change rapidly. CAAs should review and update their understanding of their top safety risks, as needed.

This would benefit from a management team that will monitor the situation and can make decisions if a change in strategy is needed. The SSP coordination group or an ad-hoc group that reports directly to the SSP coordination group could do this.

Adapting oversight and surveillance activities

During restrictions on movement routine on-site surveillance may not be possible. Surveillance should be based on a safety risk management approach as described previously. Remote and desktop surveillance activities may be performed to carry out a review of documents, procedures and evidence of activities, such as operational and audit records, risk registers and SPIs.

Checklists could be distributed to service providers, with evidence of compliance provided by the organization itself. Audits can be conducted via teleconference and adjusted to the operations of the service providers.

This will likely be the only method of direct

communication with a service provider. Time should be prioritised in discussing changes, safety risks and hazards to ensure that the service provider is carrying out effective hazard identification.

Reporting systems and documenting lessons learned

It is important that lessons learned are documented and shared. Service providers should be encouraged to share lessons learned, even though they are going through challenging times. It is important that the reporting systems remain in place and in use, helping CAAs collect data that may be of value to review as the aviation system restarts.

There may even be a need to reenergize reporting systems through a safety promotion campaign. CAAs should also document lessons learned from State perspective and are encouraged to share these with other States, RSOOs, RASGs and PIRGs.

It is important that CAAs record key meetings and decisions taken when applying the safety management principles

described in this guidance. Once the pandemic is over, CAAs should capitalize on their efforts to apply lessons learned during the COVID-19 pandemic to continue building on their SSP implementation, making further progress towards addressing contingency planning and improving the effectiveness of their safety management functions.

Repeat the PDCA Cycle

Safety risk management is a continuous activity, making the the PDCA cycle useful throughout an infectious disease outbreak. During the evolution of this pandemic, risks will change and the initial plans and actions will need to be monitored to ensure that they remain current and appropriate.

This may be as a result of new safety data and information becoming available. This could lead to adapting what is being monitored and result in different actions being taken. This also enables the lessons learned to be fed back into the safety risk management processes and activities.



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Preparedness of Entebbe airport and other regional airports to control the spread of covid 19

1. Entebbe International Airport



By Oscar Ssemawere & Leila Ismail



There have been major safety changes at Entebbe Airport intended to control the spread of COVID19 while observing ICAO recommended standards.

These include;

- . A technical committee that is headed by Dr. Eyul James

was instituted to set standards that will help in curbing the spread of COVID 19 at Entebbe International airport.

- . Strategic tents that were donated by WFP were erected at the Apron side of the arrivals area. The three tents A, B and C are strategic in that;

- The 1st tent "TENT A" is where all arriving passengers will converge or cue up for basic temperature checks, check for flu symptoms, identify passengers from high COVID risk countries and verification of health certificates. Passengers will then proceed to the main terminal building "immigration" except those that will require more investigation.



- Those that will require more investigation will then be guided to TENT B in which the medics will carry out several tests. Those with negative COVID 19 results shall proceed

to the main terminal building “immigration”. Whereas those with inconclusive or positive results shall be guided to TENT C.

- TENT C will be an isolation center in which

the said passengers will be engaged by technical teams on choice of quarantine center and the way forward. From TENT C the passenger will be taken by the standby ambulance to the quarantine center.

- The other two small tents shall be used for administration and security

Inside the main terminal building at the arrivals area airport authorities shall ensure that passengers adhere to the set SOPs e.g use of masks, sanitizing, social distancing etc while going through immigration and baggage collection areas. Ugandan passengers will also be encouraged to use the self service immigration system

Luckily enough the maintenance and upgrade activities at Entebbe International Airport were meant to reduce congestion at the check in and arrivals areas. These include; expanding the departure lounge, increase VIP comfort, enhance baggage handling efficiency.

Departure passengers will equally be subjected to the same conditions on top of carrying a health certificate.

2. Dar Er Salaam “Julius Nyererre” International Airport



On 18-May-2020, The minister of transport directed the Tanzania Civil Aviation Authority (TCAA) to inform the world aviation body on the government decision to open up its air space.

He added that the Tanzania Airports Authority (TAA) and Kilimanjaro Airports Development Company (KADCO) must set up plans that will ensure close cooperation with the Ministry of Health, Community Development, Gender, Elderly and

Children in handling the airlines and all passengers who will jet in with tourists.

Furthermore, EngKamwelwe directed the national flag carrier, Air Tanzania Company Limited (ATCL) to come up with a strong plan that will help it to resume routes.

The minister said the opening of the air space also opens up other sectors especially the tourism sector, which is crucial for the country's economic growth.

The minister said after

close monitoring of the trend of the disease in the country and taking into consideration the statistics released by President John Magufuli on Sunday.

He said it was clear the number of new cases was going down, and thus the government has decided to open up the space to allow international flights from various parts of the world.

"With this announcement, all international flights are allowed to land and take off from today in our airports across the country," he explained.

However, the minister said the government is seriously adhering to the guidelines issued by the World Health Organisation (WHO) as well as preventive measures and directives issued by the Ministry of Health, Community Development, Gender, Elderly and Children.

3. Kigali International Airport



The suspension of aviation travel due to the Coronavirus pandemic has allowed the Government to embark on upgrades of major areas of the Kigali International Airport.

Rwanda Airports Company (RAC), charged with running operations of the airport, has said that the ongoing upgrade works will see the airport increase its aircraft parking capacity, arrival terminal and the runway strip.

The arrival terminal will be extended to have an extra passenger processing area, allowing it to fully comply with the International Civil Aviation Organization (ICAO) standards.

The target is to cut back on queues to expedite the flow of passengers and avoid congestion in the terminal area.

ICAO international standards for arrivals recommends countries to implement automated

facilities for passenger and baggage processing, and installing mechanical people-moving devices, when walking distances and the traffic volume within and across terminal buildings so warrant.

They also plan on installing flight information systems capable of providing accurate, adequate and up-to-the-minute information on departures, arrivals, cancellations, delays, and terminal/gate allocations as mentioned.

4. Jomo Kenyatta International Airport

Kenya has strategized health workers at the Jomo Kenyatta airport and according to the EAC headquarters, the Jomo Kenyatta airport started training on the 26th of May in the capacity of staff at the eight international airports in the region on the prevention of and response to the spread of COVID-19 ahead of Partner States resuming their flight schedules as enhanced by the EAC secretariat.

The training composed of two 2 day courses.

Each with 15 participants while meeting social distancing requirements. Thus a total of 240 key personnel were trained as trainers to implement the development and condition of targeted for the rest of the airport.

Training participants were drawn from the airport key stakeholders at Jomo Kenyatta International airport including cabin and aircrew staff, immigration, port health amongst others.

The training was opened by Thomas Wimmer, Deputy Head of Mission and Head Economic Affairs, Embassy of the Federal Republic of Germany, Nairobi, Kenya.

Additional dignitaries included the Kenya Civil Avian Authority (KCAA) - Director-General, Captain Gilbert Kibe, Kenya Airport Authority, Managing Director Linus Kibe, the Executive Director of CASSO, Emile Ngao as well the Jomo Kenyatta International airport Manager, Abel Gogo.



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**If you have any Aviation
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ENTEBBE AIRPORT EXPANSION

The Entebbe International Airport project that started in 2015 is part of a 20-year National Aviation Master Plan (2014-2033) expected to be completed in 2034. The project is in three phases, with the first phase being completed this year.

Some notable changes to be made include;

- Expansion of the Passenger terminal building to handle 3 million passengers a year from 1.5 million a year.
- Construction of a new cargo village to handle 100,000 tns a year from 52,000 tns a year.
- Installation of an automated baggage sorting system
- Construction of new arrivals and departure blocks
- Installation of new aircraft parking stands to serve IATA code C
- Expand and Strengthen existing runways 17/35 and 12/30 plus associated taxiways F,G and H.
- Rehabilitation of aprons 1,2 and 4 and construction of new apron to handle dedicated cargo aircraft
- Construction of a multi storied car park and construction of new airport staff parking.
- Construction of new fuel storage terminal to handle 15 million liters from 7.5 million litres
- Construction of a new fuel hydrant and pipeline system
- Construct a new water storage tank for the Fire Department to handle 1 million litres of water from 32,000 litres and install and onsite water supplying system
- Construction of a new search park



Old Departures area at Entebbe International Airport



New Departures Area at the new extension of the Passenger Terminal Building



Interior of the Departures Area





Elevated road to the Departures Area



Access road to cargo village



Apron side of the Cargo village building and New Apron



Land side of the Cargo village



Resurfacing of the runway completed



Runway extension being completed



Old fire station water tank



New fire station water tank



Old Cargo Bonds and Cargo offices that will be moved to create space for more expansion of the Passenger Terminal

PROJECT	DETAILS	CONTRACTOR	AMOUNT	PROGRESS
Expansion of Entebbe International Airport	<ul style="list-style-type: none"> -Construction of new cargo center and apron -Rehabilitation & Expansion of apron 1,2 & 4 -Resurfacing of runway 12/36 & associated taxiways -Resurfacing of runway 17/35 & associated taxiways -Construction of new passenger terminal buildings -Construction of new domestic & fire water tanks -Expansion of the fuel hydrant 	China Construction Communications Company (CCCC)	USD 200m	90% complete
Modification of the Passenger Terminal Building	<ul style="list-style-type: none"> -Modification and expansion of existing passenger terminal building -Expand Departure and arrival areas -Increase commercial spaces -Elevate access road to departures -Beautify landside passenger terminal building area 	Seyani Brothers (u) Ltd	Ugx 42.6 Billion	90% complete
Construction of New Search park	-Construction of new search park several meters before the old one with office block, two additional lanes, lavatories, new communication system and steel frame shed	IBB International Ltd	Ugx 4.7 billion	100% Complete
Construction of New Fuel Storage Facility	<ul style="list-style-type: none"> -Construct new storage firm with a bigger capacity -Construction of a new hydrant and pipeline system 	Tristar group		Ongoing
Construction of new Cargo Center	-Construction of new offices for cargo companies and clearing agents	TBA	TBA	Not Started

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ANTONOV 225: THE BIGGEST CARGO AIRCRAFT IN THE WORLD



The AN-225 'Mriya', a six-engine aircraft designed on basis of the AN-124 'Ruslan', is unique aircraft. Not only has it set 240 world records, but it is a record-breaker in its own right. The AN-225 is the holder of two Guinness World Record: the aircraft with the heaviest take-off weight; and the largest wingspan of any aircraft currently flying.



Antonov AN-225 Mriya

Antonov Airlines operates the unique AN-225 'Mriya' – the world's heaviest aircraft. Powered by six turbofan engines, this legendary aircraft has a maximum take-off weight of 640,000 kg (1,410,958 lbs).

The AN-225 was originally developed to transport the Energiya carrier-rocket and Buran space shuttle between space facilities in the former Soviet Union. It made its first flight on December 21, 1988.

The AN-225 entered commercial service in 2001. Since then, it has operated flights all over the world carrying cargoes such as transformers, generators, trains, windmill blades, compressors and other super-heavy and outsized cargoes. It also continues to support worldwide peacekeeping and humanitarian operations.

The aircraft's service life has been extended, meaning that the AN-225 will remain in operation until at least 2033.

Based on Antonov's AN-124 design, the AN-225 saw fuselage barrel extensions added fore and aft of the wings. The AN-225 also uses the AN-124-100's nose gear, which allows it to 'kneel'



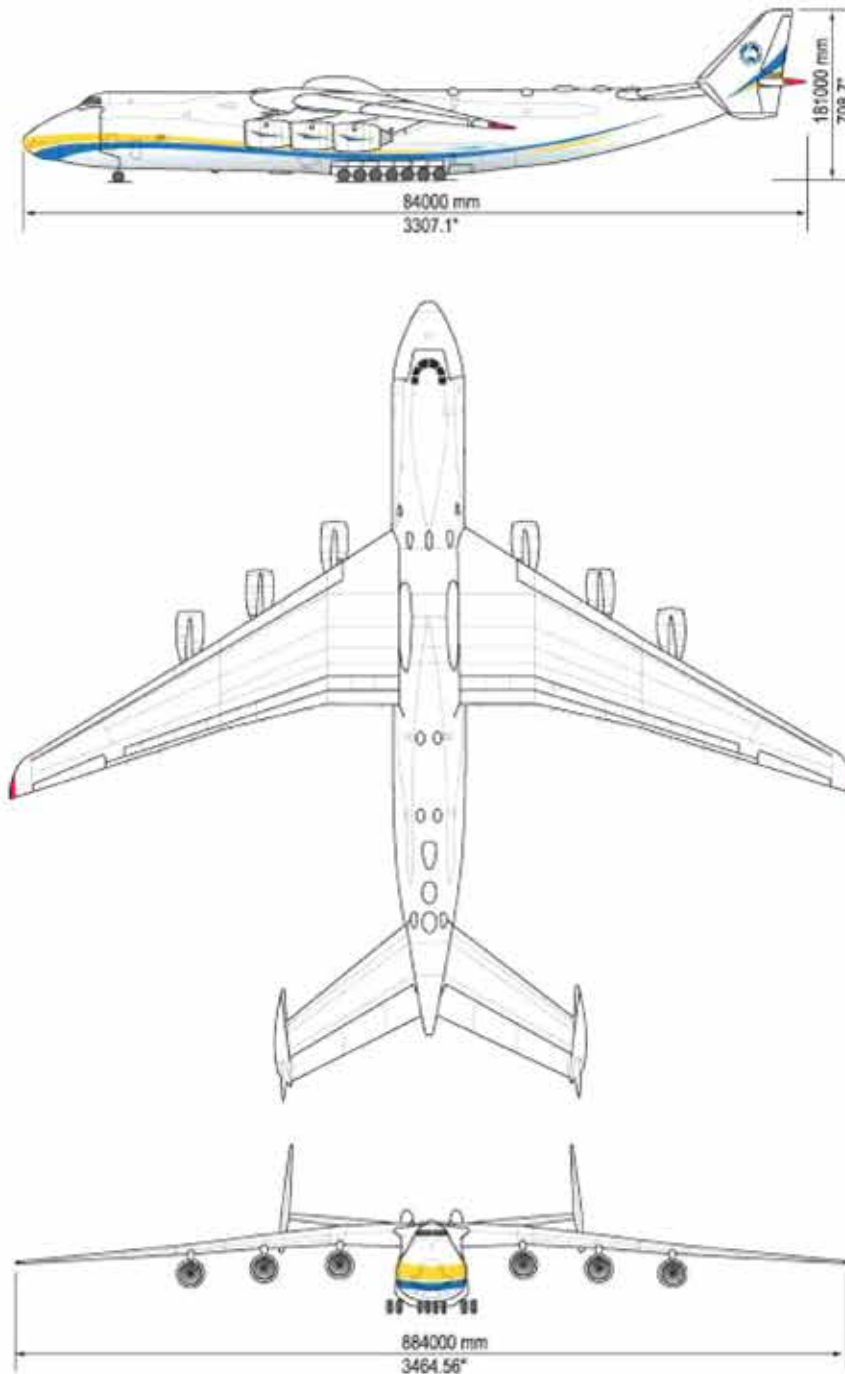
'Mriya' – no other name carries more weight around the globe.

so that cargo can be easily loaded and unloaded. However, unlike the AN-124-100, which has a rear cargo door and ramp, the AN-225's empennage design was changed from a single vertical stabilizer, to a twin tail with an oversized, swept-back horizontal stabilizer. This twin tail enabled the aircraft to carry large, heavy external loads, which would normally disturb the airflow around a conventional tail.

The AN-225's cargo compartment can be pressurized, extending the

aircraft's transport capabilities. Its onboard cargo handling equipment, plus the design of the forward cargo door and its integral ramp, also ensure quick and easy loading/unloading operations.

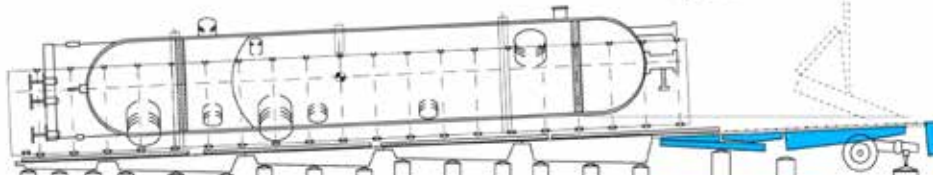
The AN-225 is called 'Mriya', meaning 'Dream' in Ukrainian. It has 242 world records to its name and is the inspiration for Antonov Airlines' slogan: **"No other name carries more weight"**.



AN-225 Mriya	
Maximum Payload	250,000 kg (551,155 lbs)
Maximum Volume	1,200 CBM
Cargo Cabin LWH	43.3 x 6.4 x 4.4 m (1704.7 x 251.9 x 173.2 in)
including Ramp	45.4 x 6.4 x 4.4 m (1787.4 x 251.9 x 173.2 in)
Cargo Door WH	6.4 x 4.4 m (251.9 x 173.2 in)
On-Board Crane Lifting Capacity	30,000 kg (66,139 lbs) lift

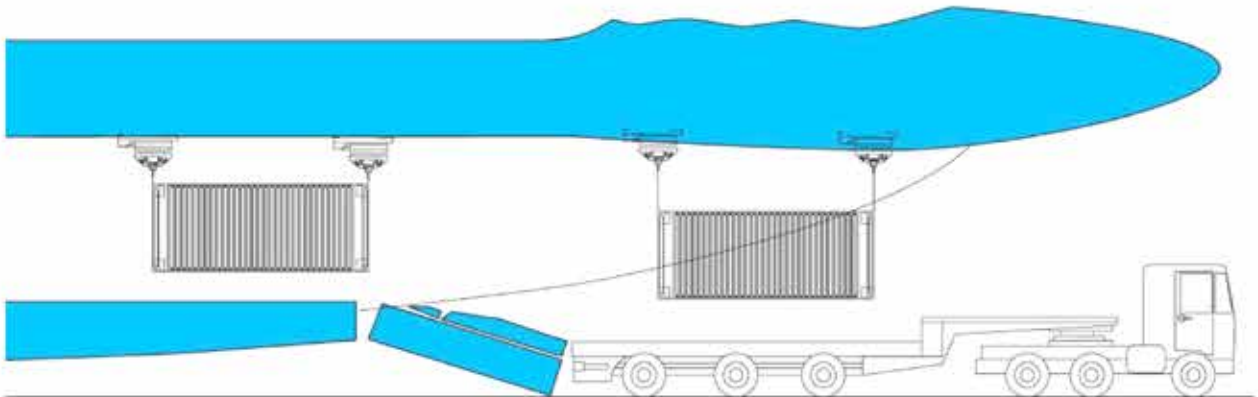


Loading of oversized and super heavy cargoes with weight up to 200,000kg (440,000lbs) – using OPTG-120M loading equipment and external cranes





Loading of cargoes with weight up to 30,000 kg (66,139 lbs) using aircraft internal cranes via rear cargo



Both the AN-124-100(M-150) and AN-225 aircraft contain an onboard crane system designed and utilized for the loading and unloading of single pieces weighing up to 30,000 kg (66,139lbs).

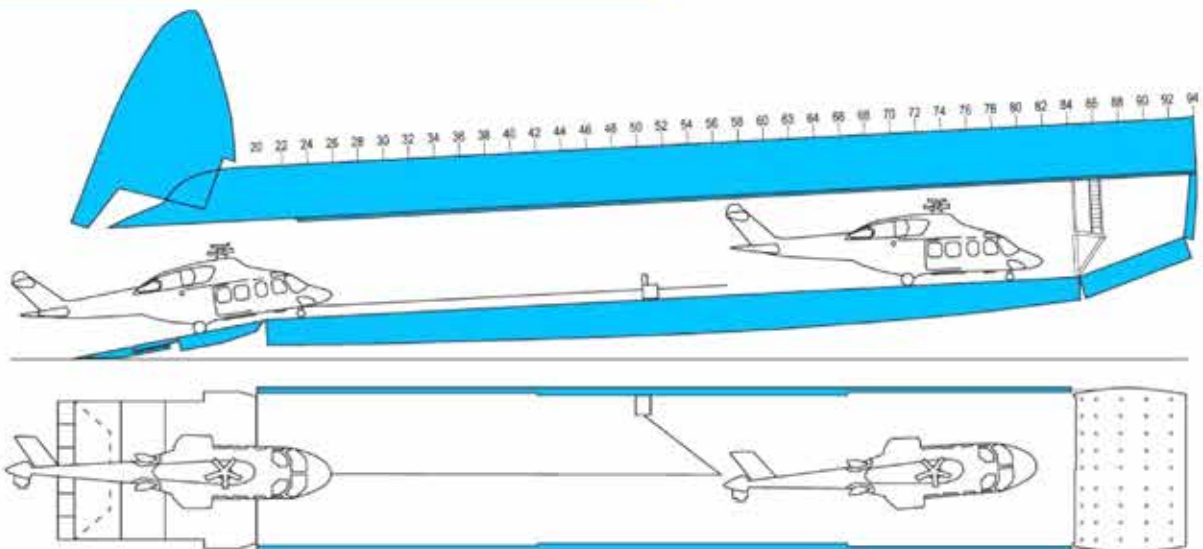
Cargo can be delivered to the aircraft's rear cargo door on trailers/trucks, from which it can be lifted by the aircraft's bridge cranes using four hooking points. The AN-22A also contains an onboard crane system capable of lifting pieces weighing up to 10,000 kg (22,046 lbs).

Cargo loaded by this method must have suitable lifting points and a balanced CoG (Centre of Gravity) to safely load such pieces.





Loading using aircraft winches



Both the AN-124-100(M-150) and AN-225 aircraft contain an onboard winch system capable of handling single pieces weighing up to 120,000 kg (264,555 lbs) AN-124-100(M-150) and 200,000 kg (440,000 lbs) (AN-225).

Generally used in conjunction with a ramp system and external cranes, the aircraft's onboard winch system is arranged using a loading pulley block system depending on the weight of item to be loaded.





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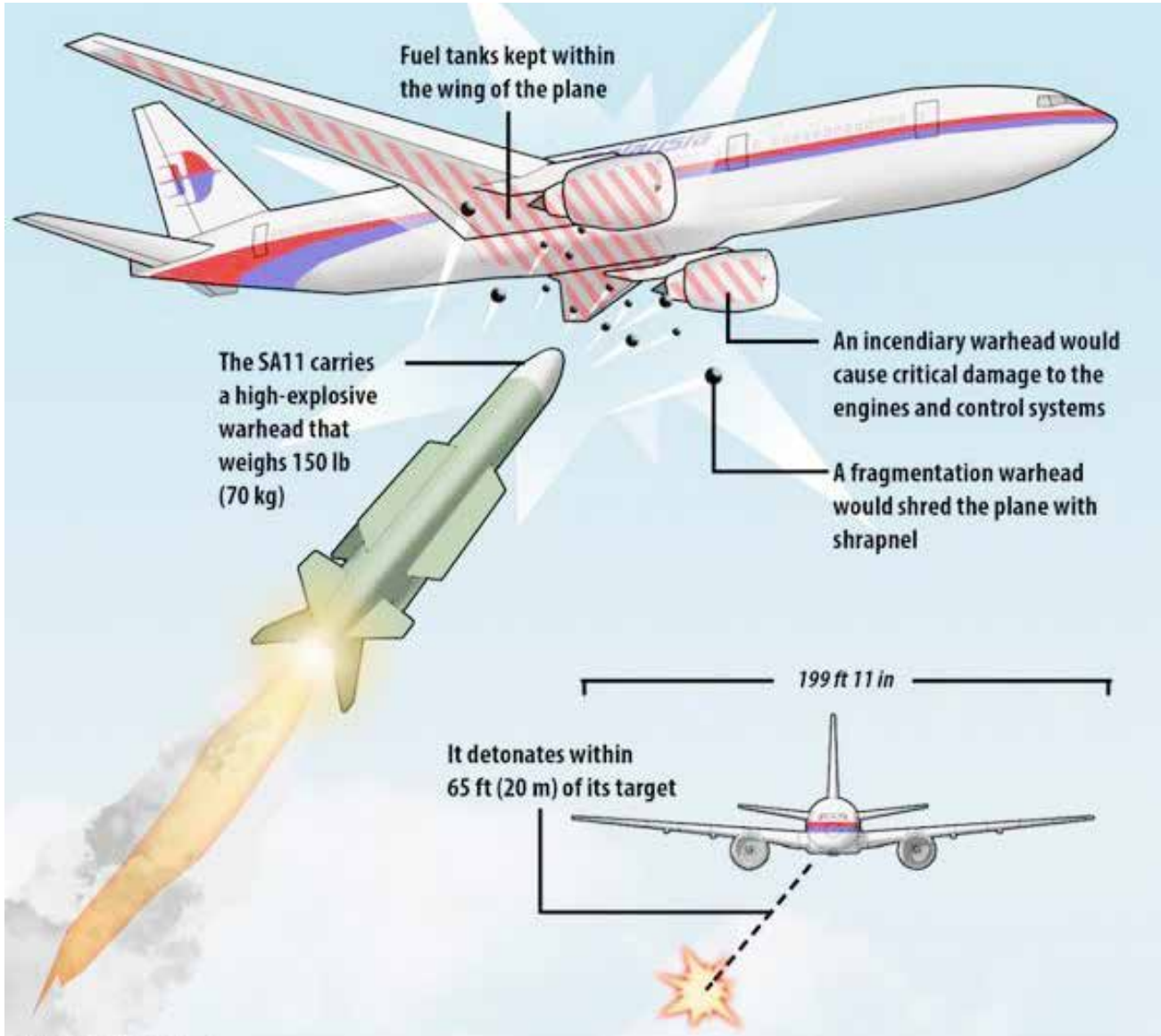
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Mitigating the threat of surface to air missiles to civilian aeroplanes



Surface to Air Missiles (SAM) are also known as Ground to Air Missile (GTAM) or Surface to Air Guided Weapon (SAGW) or technically as Man-Portable Air Defence

System (MANPADS). They are missiles designed to be launched from the ground to destroy aeroplanes or other aircraft system and can have a detection range

of about 10km and engagement range of 6km

Missiles are generally categorized into three types depending on the method used by the

missiles to detect and reach the target.

They include Infrared Homing Missiles, Command Line of Sight Missiles and Laser Guided Missiles. Infrared Homing Missiles use infrared emissions from the aircraft to track and follow it. They are referred as heat seekers and home-in on engine exhaust plume. Command in Line of Sight Missile (CLOS) reach the target by being guided visually by the gunner using magnified optical sight and radio control to fly the missile to the aircraft.

CLOS missiles are immune to flares and counter measures designed to defeat infrared homing missiles. And Laser Guided Missile uses a beam being focused on the target by the gunner and the missile identifies the aircraft to hit based on the laser spot

Threats to civilian aircrafts posed by surface to air missiles and other stand-off weapons are vexing concerns for

aviation security. The presence of armed forces, terrorists blended with the limited capability to improve and extend security beyond airport perimeters and modify flight paths leaves civil aircrafts vulnerable to missile attacks. Some of the notable cases involve

i. On 8 January 2020, Ukraine International Airline Flight 752(PS752) operating a B737-800 from Tehran to Kiev was shot down shortly after take-off from Tehran Imam Khomeini International Airport. All 176 passengers and crews died

ii. On July 17, 2014. The Malaysia Airline Flight 17(MH17) operating a B777 was brought down over Eastern Ukraine after being struck by a surface to air missile

iii. The Lignes Aeriennes Congolaises, a non-scheduled flight from Kindu to Kinshasa was shot down by rebel forces just after take-off from Kindu airport on 10 October 1998. All 41

occupants of the aircraft perished in the accident

iv. On the evening of 6 April 1994, the aeroplane Dassault Falcon 50 carrying Rwandan and Burundian presidents Juvenal Habyarimana and Cyprian Ntaryamira respectively was shot down with surface to air missiles as it prepared to land in Kigali, Rwanda. Flight had originated from Dar es Salaam international airport, Tanzania. The accident killed all 12 people on board and incited Rwandan genocide

v. On 28 November 2002, two surface to air missiles were fired at a chartered B757 airliner as it took off from Moi International Airport. Fortunately, the missiles missed the aircraft and it continued safely to Tel Aviv

vi. On 29 September 1998, the Tamil Tigers shot down using surface to air missile the Lion Air flight 602 operating the Antonov 24RV off the coast of Sri Lanka. The accident claimed the

lives of all 55 occupants

Following threats that surface to Air Missiles pose on aviation security, new technologies have been developed as countermeasures to reduce their threats to aircrafts.

They comprise of Infrared decoys flares that can confuse infrared homing missile, Direct Infrared Countermeasures(DIRCMs) which cause the missile seekers to misread the location of the aircraft and miss its target. And Missile Warning System(MWS) are capable of alerting an aircraft of incoming missile.

However, these countermeasures would take years to be installed in aeroplanes as they are costly for about \$1-4 million per aeroplane and are likely to be ineffective against next generation surface to air missile due to technological advancement

For these reasons, efforts to mitigate the use of surface to air missile on civilian aircrafts do

not have to rely on only the mentioned above countermeasures but also consider the following course of actions

i. Pilot training for likelihood of surface to air missiles to ensure aircraft survivability. Commercial airliner crews are to routinely be trained to deal with more and serious damage caused by surface to air missile.

The training can be enhanced by simulation training and specific strike scenario, evasive maneuver training as well as adapting flight path on take-off and landing steeply to minimize time in danger zone. The importance and success of pilot training was demonstrated by DHL pilots in Iraq who landed their plane safely after a surface to air missile hit

ii. Protection of approach and departure paths by policing near by airport areas using unscheduled helicopter patrols along unpredictable routes with known or suspected threats of surface to air missiles. Another way

would be using un-manned aerial vehicle(UAV) to patrol the skies over the airport

iii. Shared intelligency and international cooperation should be promoted and increased to foil surface to air missile attacks, increase pilots awareness and cautiousness

iv. Disrupting surface to air missile training by limiting availability of training manuals and publications in the internet

v. Limiting the use of surface to air missiles to only authorised operations and persons by designing missiles with micro-electronics, computerised and GPS connections so as to restrict the use by unauthorised users or towards civilian aircrafts operating in the zone.

Thank you very much for reading

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Web: www.als.co.ke Fleet: 2x
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