

THE Aviator

AFRICA

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December 2021



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AFRAA: Travel Ban on Africa is not the solution to COVID-19 Pandemic

The commendable work done by South African scientists in unearthing and transparently announcing to the world the discovery of the Omicron strain of SARS CoV-2 instead of attracting applause was met with harsh and uncoordinated travel restrictions. Unfortunately, in nearly two years since Covid-19 was first discovered, it appears we have not learned useful lessons that could lead to finding a permanent solution to the pandemic.

The unscientific, poorly targeted, knee-jerk reactions that have not helped much in containing the SARS CoV-2 virus since March 2020 seem to be the preferred response to scientific challenges of our time. Restricting travel has never been the solution to curtailing the spread of COVID. On the contrary, such restrictions have adversely impacted economies and unleash untold hardship.

In the case of Omicron, the hasty decisions by some EU countries to ban travel to South Africa and other neighbouring countries in Southern Africa, is in stark contrast to the numerous unheeded appeals to the western world to ensure equitable access to vaccines around the world. While stockpiling excess vaccines they may never need at the expense of developing countries that remain in a long queue for their supplies, the developed world is yet to fully understand that COVID19 virus does not discriminate.

AFRAA Secretary General, Mr. Abdérahmane Berthé stated: "The Omicron variant is now detected in several regions of the world, yet the travel bans seem to be targeted at Africa. This is an affront to the global efforts to find an enduring solution. We will be better off confronting the virus if we work together for solutions and avoid discrimination."



"Why target Africa when the virus is reported in other regions as well? Any attempts to stigmatize Africa through travel bans will not work. We should not confuse politics with science." Mr. Berthé added.

The African Airlines Association (AFRAA) is calling on all countries that have issued unilateral travel restriction to immediately revoke them and instead seek collaborative measures that will address the COVID challenge holistically. Besides vaccination, there are tried and tested protocols that have proven effective in curbing the spread of covid19. These must continue to apply while we work together towards neutralizing or eliminating the virus.

AFRAA is also urging African governments to speak out at any attempts to smear the continent with propaganda and medical mischief. They must remind the world that we can only defeat Covid together not divided.



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NEWS Headlines

Uganda Airlines launches Entebbe - Dubai route

Entebbe-Uganda Airlines, Uganda's national carrier introduces regular scheduled flights between Entebbe and Dubai effective 04th October 2021, ushering a great new experience of convenient and affordable travel between Uganda and United Arab Emirates, and the wider African regional network.

The launch of the Dubai route also marks the first international route that Uganda Airlines is plying using the newly acquired Airbus A330 state-of-the-art aircraft which were recently added onto

the Airline's AOC.

This new route launch offers the best solution for all travelers, with a non – stop scheduled service between Entebbe and Dubai, reduced journey time, more flight frequencies, luxury travel, superior onboard service filled with the legendary Ugandan hospitality, and competitive fares on the market.



Air peace set to resume flights to Johannesburg

Air Peace a Nigerian airline is set to resume flights to Johannesburg with effect from October 17, 2021.

Stanley Olisa, the airline's spokesperson disclosed that the Lagos-Johannesburg service will operate twice a week- Thursdays and Sundays- with the luxury wide-body Boeing 777.

"we are happy to announce to our teeming customers the resumption of our Johannesburg service. The flights will be operated in strict compliance with established COVID-19 protocols". He therefore implored the flying public to follow all the stipulated guidelines for international flights. Olisa, who said that customers can now book Joburg flights on the airline's website www.flyairpeace.com or its mobile app, reiterated Air Peace's commitment to providing best-in-class flight services, observing the highest standards of safety.

An Antonov An-26 crashes in South Sudan

A cargo plane carrying five people crashed on November 2nd 2021 near South Sudan's Juba International Airport. The Antonov An-26 plane was taking off from the airport for Maban, South Sudan, when the crew declared an emergency three minutes into the flight. The plane crashed and exploded into flames less than a nautical mile from the runway's end. The five members of the crew were all killed.

An Antonov An-26, registration TR-NGT, was apparently flying a freight mission from Juba to Maban, carrying numerous barrels of diesel and other small supplies. There were five crew members on board, including the pilots. The plane took off from runway 13 at 10:33 a.m. local time this morning. However, the crew quickly ran into issues and declared an emergency three minutes later. The plane crashed at 10:37 a.m., barely 0.7 nautical miles from the end of runway 13, on the other side of the White Nile River.





Why Sudan suspended flights until Oct. 30

KHARTOUM, Oct 26—Sudan's civil aviation authority on Tuesday suspended all flights to and from Khartoum's international airport until Oct. 30, its head said a day after the military seized power.

Ibrahim Adlan said the suspension was due to the current events in the country, adding that the

airport will reopen at 2 a.m. local time (0000 GMT) on Saturday.

Sudanese airspace remains open to passing flights, he added. Protesters took to the streets on Tuesday to demonstrate against the military takeover after a day of deadly clashes. Reuters reports.

African Aviation industry is picking up!

The impact of COVID-19 and the travel restrictions imposed to stem the spread of disease on the African aviation sector makes for grim reading.

The African Development Bank reports that of the 7 million jobs in the continent's aviation and tourism-industry sectors, over 70% were lost. With air traffic falling by nearly 90%, according to the International Air Transport Association (IATA), it is perhaps inevitable that some airlines would succumb

to the pressures. Among them were Air Namibia, after 70 years of service, and Kenya Airways, which is reported to have reported losses of over \$104 million in the 6 months to June 2021. From these ashes, it cannot be denied that African aviation is in the midst of rising, phoenix-like, back to the skies.



Emirates to resume Flights to Algiers

Dubai, UAE, 1 November 2021 – Emirates has announced that it will reintroduce flights to Algiers, Algeria from 9 November. Flights from Dubai to Algiers will operate twice a week. The resumption of flights to Algiers boosts Emirates' African network to 21 destinations, and represents a full restoration of the airline's operations into North Africa.

The resumption of flights to Algiers boosts Emirates' African network to 21 destinations, and represents a full restoration of the airline's operations into North Africa.

Mack Air announces Partnership with Central African Transport Services

We are extremely proud to announce a new partnership with Central Air Transport Services (CATS) in Zimbabwe. Together, we are launching daily operations in April 2022 from Victoria Falls International Airport to the Hwange and surrounding areas.

As tourism growth continues to improve across Southern Africa in a post COVID environment it

is important for aviation charter and commuter companies to play an integral and catalytic role in assisting with the recovery of the regional tourism sector and the union between CATS and Mack Air is one of the ways we intend to try and be a part of the solution and further assist in uniting African countries by further bolstering tourism and conservation efforts across Southern Africa.



Air Arabia starts flights to Entebbe

Sharjah, UAE: Air Arabia, the Middle East and North Africa's first and largest low-cost carrier (LCC) operator, has inaugurated its direct flight between Entebbe in Uganda and Sharjah.

The five hour twenty minutes flight landed at Entebbe International Airport on Sunday, October 10 at 13:35pm, and was welcomed with the traditional water cannon salute and cake cutting amongst others.

Air Arabia flight G9 721 will depart from Sharjah International Airport at 09:00am and arrive at 13:35pm every Wednesday, Friday and Sunday.

The return flight from Entebbe International Airport will depart at 14:15pm and arrive Sharjah International Airport at 21:00pm. Customers can now book their direct flights between Sharjah and Entebbe by visiting Air Arabia's website, by calling the call centre or through travel agencies.

Royal Air Maroc sign deal with EL AL

Royal Air Maroc and the Israeli airline EL AL have signed a Memorandum of Cooperation (MoU) aimed at governing their relations in order to offer the best services to their customers.

The agreement was signed by Hamid Addou, CEO of the Moroccan national airline and Avigal Soreq, CEO of EL AL, on the sidelines of the 77th general assembly of the International Air Transport Association (IATA) held recently in Boston, and which brought together hundreds of delegates and airline executives

This agreement comes in a context where Royal Air Maroc and EL AL intend to operate air transport services between the two countries through their two respective hubs, namely the Mohammed V airport in Casablanca and the Ben Gurion international airport in Tel Aviv. The Moroccan national company is preparing to launch, soon and as soon as general conditions allow, a direct air route between Casablanca and Tel Aviv.

The signing of this memorandum of understanding will allow the two companies to explore the possibility of concluding a Codeshare partnership on the direct lines operated between the Kingdom of Morocco and Israel, as well as on the routes of their networks beyond their hubs respectively.



Kenya Airways announces codeshare Partnership with British Airways

Friday 22 October 2021: Kenya Airways' customers will be able to fly to more destinations across Europe, thanks to a new codeshare agreement with British Airways.

Customers flying from Nairobi with Kenya Airways will be able to seamlessly connect onto

26 destinations across United Kingdom and Europe, including Manchester, Newcastle, Glasgow, Dublin, Aberdeen, Frankfurt, Munich, Zurich, Paris, Amsterdam, Barcelona, as well as offering customers more options to get to popular holiday hotspot, Athens, Malaga and Lisbon. In the reciprocal agreement,

customers flying with British Airways from London, will now be able to connect onto 20 destinations, including Douala, Zanzibar, Lusaka, Mombasa, Addis Ababa, Entebbe across East and Central Africa that Kenya Airways operates to, including Mauritius and Seychelles.

Airlines Association of Southern Africa reaction to Omicron "Red list" of several Southern African countries



AASA CEO, Aaron Munetsi."

JOHANNESBURG – The Airlines Association of Southern Africa (AASA) notes with distress the UK government's announcement that it will place South Africa, Namibia, Botswana, Zimbabwe, Lesotho and Eswatini back onto its "Red List" of countries to which it imposes severe travel restrictions and quarantines.

"While we respect every nation's sovereign right to implement whatever measures it sees fit to combat the spread of COVID-19 variants, we urge Whitehall to reconsider what appears to have been a hasty decision, given the paucity of detailed knowledge and information on the newly identified variant, its presence and the efficacy of vaccines in limiting its potential to cause serious illness. With its announcement, the UK is delivering a body-blow to our region's travel and tourism sector. It puts businesses, as well as tens of thousands of jobs and many

more livelihoods at risk," said AASA CEO, Aaron Munetsi."

"The business and leisure air travel industry in Southern Africa has only just begun to see green shoots emerge as governments have increasingly begun to relax and look to align and simplify their travel requirements and procedures. However, the UK's unilateral step is a major set-back that sets a worrying precedent," he added.

Prior to the COVID-19 pandemic, the commercial airline industry in South Africa supported close to 472,000 jobs across the economy and contributed \$9.4 billion (approximately ZAR152.5bn at today's exchange rate) to the country's economy. This equated to 3.2% of GDP. The industry is also of strategic social and economic importance in all of the other countries in the Southern Africa Development Community.

The COVID-19 pandemic has caused disarray to air travel and tourism worldwide. Southern Africa's connectivity with the rest of the world fell by 80% as a result of travel restrictions. Total domestic, regional and inter-continental demand had recovered to about 40% of pre-COVID traffic levels by the start of November 2021 with domestic and regional traffic leading the comeback. Prior to the UK's "Red List" announcement today, long-haul traffic to and from Southern Africa was forecast to return to 2019 levels by 2025.

AIRLINES ASSOCIATION OF SOUTHERN AFRICA





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By Harriet James

One on one with the **JamboJet** CEO, Mr. Karanja Ndegwa

Congratulations on your new role as the CEO and MD of JamboJet. How is it so far?

It's not an easy task for me but with the great team behind me, the task is easier. I have been with the airline since inception and to be at the helm of this organization now is really exciting. I look forward to by the time my term ends that I will leave the organization better and profitable.

You recently introduced direct flights to Goma. What was the strategy behind this?

Currently, there is no operator that does Nairobi-Goma as scheduled frequency. Secondly, there is so much trade between Kenya and Eastern DRC. Goma is one of the areas where you find a well-equipped airport, running about four kilometers and we see it as the destination that's the next thing.

Third, we can have so much tourism between the two countries. Working with quite a number of hotels we've been trying to look at other countries to market the tourism destinations that we go to.

Being that domestic tourism saved us during the pandemic, we began eyeing regional destinations and with Goma having a population of around two million people, with a number of international organizations established here, we saw that the direct flight will increase tourism. We are here to create and make it easier for both travelers in both countries to travel. It would take less time and it will be cheaper to reach Nairobi.

In your view, what needs to be done to make interconnectivity in Africa easier?

First, if there is a place where taxes are high, it's in Africa. **"Out of the 397 dollars that we are charging, 40 percent is just taxes."** If we can minimize that, we will get more clients since we pass on the taxes to the customers and that's why the tickets are expensive. Secondly, there are instances where for one to get traffic rights it's a challenge. Each country is trying to protect its national carriers and they will always give priority for that and it becomes difficult for one to access the destinations. But the ministry of transport and foreign affairs and there are some licenses which I applied three years ago but we haven't received any nod from them yet but we keep trying.

You have chosen the brand new De Havilland Dash 8-400 for this route. Why this type?

We chose them because they have the lowest operation cost. After paying the expensive landing and the navigation charges, it would cut costs to have such an aircraft with the lowest operation cost. That consequently means that we will pass the lowest fares to our customers. The low cost is seen in the fuel consumption where while the aircraft consumes 980 liters per flight hour, the jets consume

2400 liters per flight hour. Fuel is one of the major costs for an airline. Also, airlines are charged per the weight of an aircraft and one is charged double when it's a big aircraft. We also cut this cost when using the aircraft.

The Covid 19 pandemic has affected the hospitality industry and the aviation industry. What do you attribute your success to?

One of the things is that as an established carrier within Kenya, we have become an airline that is trusted by people with a high reliability in Africa. In the year 2021, we are at 91 percent within 15 minutes departure which makes us amongst the top ten in the world if we were to be ranked. Secondly, is that we have ensured that our customers are safe even as they travel and that's how they keep on coming to us. We had to retrain our staff on how to work with other players like Kenya Airports Authority and what needs to be changed.

How price sensitive is the market?

The market in Africa is quite price sensitive. If you go beyond a certain level no one will book you and if you go too low, no one will come to you and that means your business will be hurt. It's a tricky

balance between getting the right price, so that you get the right volumes. We believe that destinations like Goma and Lamu will tilt and make us profitable.

What are some of the changes that need to be done to strengthen the low cost carrier?

First thing is that regional taxes are too high and need to be brought down. Secondly, open up the market. Why do we restrict airlines? Open up the competition and let the customer get the best service. Third is that we need to embrace innovation. We are still using the old way of traveling, booking instead of making it easier like booking your travel from the comfort of your place. As airlines we also need to collaborate on safety. If we can work together to make our airspace safe, it will increase the number of people traveling.



PROFILE | By Ayah A

The world's first black female balloon pilot



Kenya's Captain Joyce Beckwith is affectionately known as Captain Smiles, and it's easy to see why. She beams as she navigates the vast blue skies over the world-famous Maasai Mara National Reserve, her infectious smile spreading to her passengers and those afforded the opportunity to see her in action.

Watching her work, it is obvious that she takes great pleasure in what she does. Born and raised in Kenya to a family in the transport business, she is the first licensed Black female balloon pilot, and her passion for sharing the gift of flight shines through. Captain Smiles earned her license in 2018 at the acclaimed Airborne Heat Balloon Flying School in New Mexico. She began commercial flying in 2019. She first flew in a hot air balloon as a passenger in 2008 and fell in love with flying.

"As I took hundreds of flights over Maasai Mara, I was always inspired by the art of flying balloons, the approach and respect for nature, and the engineering of the aircraft itself," she told Travel Noire. "There was just something about the smiles and excitement of the passengers during a balloon safari."

"I was also inspired by The Beckwiths. My husband and his family are balloonists and they opened the door for me into a world of hot air balloons."

"Elly Kirkman, was another inspiration of mine. She's an Australian balloon pilot who slapped my behind every year encouraging me that I should get my balloon license. Today, we laugh about it because in response, I finally slapped her with my license at hand."

In addition to flying hot air balloons, Captain Smiles is an experienced safari and travel consultant. When



Captain Joyce Beckwith



she is not flying, she dabbles in organizing bespoke safari experiences for solo, family, and group travelers around the world.

Although she works at a popular tourist destination and assists others with their travel experiences, Captain Smiles sometimes enjoys being a tourist and traveling, as well.

“My family is scattered throughout the world. We are everywhere, so sometimes my travel is planned based upon which family member I am visiting.”

All of her favorite destinations, however, are on the African continent.

“I would pick traveling within Kenya first, then Namibia. While

on long holidays (a six-week break from flying) we take a few weeks to travel by road. It's so much nicer because we are basically locked in the bush most of the time anyway.”

“The pandemic grounded my travel to New Zealand last year, but I got to enjoy more of my own country. I recently drove from Nairobi to Amboseli National Park to spend Christmas there, and during the drive I took my time to stop and see beautiful sights and explore a bit. I also took my first balloon safari out of Maasai Mara on Christmas day. It was rewarding to see that part of Kenya and there was an absolutely breathtaking view of Mt. Kilimanjaro.”

“Before the COVID-19 pandemic

began, I had a trip down in Sossusvlei, where my husband was flying over the dunes of Namib Desert. It was a truly incredible experience. Now Namib Desert is on my bucket list of places I wish to work as a balloon pilot. I want to see more of Africa; the rest of the world can wait until I tick off all the African countries.”

Captain Smiles says flying makes her feel confident, and proud to be where she is.

“Being able to combine warm Kenyan hospitality and flying safaris over the Mara gives me a good perspective of life.”

She also says it is quite humbling to be receiving recognition as the only Black woman in her field.

"It feels great to be part of an amazing group of women who encouraged and paved the way for me to get here. It's fulfilling to have passengers with happy smiles and gratitude after a flight. I am just an example of what others can achieve. Maybe the African skies will be filled with hot air balloons one day, flown by women and men who dared to be different."

Captain Smiles says she has been met with nothing but kindness from others in the field.

"I am lucky to work in an environment where people come for holiday. Kenya has an inherent warmth that is welcoming to everyone and gives comfort and a sense of being home away from home. Everyone, from my colleagues to my passengers, have embraced me with love, support, and encouragement from day one."

What's next for Captain Smiles? She has several projects in the works.

"I am currently building a Virtual Tourist Information Hub for Maasai Mara a platform that will have information about the Mara, its environs, and places to stay. This will be for all people who would like to visit Maasai Mara and keep in touch with the wild."

"I am also collaborating with a clothing company and another Kenyan designer to create affordable, cool safari outfits inspired by my safari lifestyle. It's completely made in Kenya and currently in production. We hope to launch in June, just in time for the Great Migration. People will be able to slay on safari!"

"I have an initiative I started on my 27th birthday. Instead of a birthday party, the funds go towards supplying sanitary pads to school girls and purchasing panties for women inmates in prisons."

Captain Smiles invites everyone to come visit her in Maasai Mara and share the beautiful Kenyan skies with her.

"When is Travel Noire coming to fly with me? To anyone reading this, come fly with me! It is so much more magical here. When you come, if you see a hot air balloon in the sky, follow it. The balloon community is very welcoming. Before you know it, you will be feeling the freedom of flying high in the sky above."

Story featured at Travel Noire: www.travelnoire.com

DID YOU KNOW!

Africa's Longest runway

Upington Airport located in Upington, Northern Cape, South Africa is the longest runway in Africa. At 4900 metres, runway 17/35 is one of the longest runways in the world.

The high elevation of the airport, extremely high summer temperatures and the fact that it was designed for the Boeing 747 necessitated the extreme length of the main runway.

Upington Airport's runway was built to accommodate a Boeing 747 with a full load of passengers, cargo and fuel, so that it could take off for Europe without having to stop along the way. Upington was chosen because of its strategic position, availability of land and comparatively lower height above sea level than Johannesburg.



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DUBAI AIRSHOW

14 - 18 November 2021 - Highlights

By Leila Ismail in Dubai

The largest-ever Dubai Air show 2021, held at Al Maktoum International Airport in Dubai World Central from November 14th to 18th, drew 1,200 exhibitors, including 371 new firms.

This year's edition includes all you'd expect to see at a global Air show and more, featuring 20+ country pavilions and a breath taking aircraft display of over 160 commercial, military, and private jets, including the latest Boeing 777x, Bombardier's Global 7500, and many more.

The event drew 148 countries, 13 of which participated for the first time, cementing the event's standing as a global event. More than 160 of the world's most modern aircraft were also on display, both on the ground and in the air. The Dubai Air show 2021 featured everything you'd expect to see at a worldwide Air show and more.

The edition included 20+ country pavilions, 371 new exhibiting firms, 80+ start-ups, and a

spectacular aircraft show of over 160 commercial, military, and private jets, including the latest Boeing 777x, Bombardier's Global 7500, and many more.

In addition, 387 top military and civil delegations from 140+ nations attended the event, which featured 50+ hours of thought-leadership material on cargo, sustainability, air traffic management, and aerial mobility provided by 250+ industry speakers.

Airbus, the European aerospace giant, dominated the show with 408 aircraft orders — 269 solid orders and 139 promises.

Indigo Partners portfolio airlines placed a solid order for 255 Airbus A321neo Family aircraft valued at Dh121 billion (\$33 billion) on the first day of the exhibition. The order was the largest ever placed at the five-day Air show.

Air Lease Corp., based in the United

States, inked a contract for 111 Airbus aircraft, including the new A350 Freighter, worth Dh55 billion (\$15 billion). On the third day, Jazeera Airways placed a firm order for 28 A321neos, and Nigeria's Ibom Air became an Airbus customer with a definite order for ten A220s. The 14th of February was generally quiet in terms of news, but it was filled with excitement and hoopla when Boeing staged the first flying demonstration of the Boeing 777X over Al Maktoum International Airport.

However, European aircraft manufacturer Airbus signed a major agreement with Indigo Partners, an American private equity group with a portfolio of airlines in hundreds of locations across the world. The business, which owns Denver-based Frontier Airlines and Chilean low-cost carrier JetSmart, as well as a stake in European low-cost carrier Wizz Air and Mexico's Volaris, announced the purchase of 255 Airbus A321neo aircraft for its airlines.



Embraer investigates freighter conversion programs



Embraer acknowledged the growing demand for cargo aircraft, publicly announcing for the first time that it is studying the cargo market with the goal of launching a freighter conversion program for its E-Jets after identifying increased demand for smaller cargo aircraft as a result of the current aviation landscape's boom in

air freight.

As part of its current market view, the Brazilian manufacturer forecasts demand for about 700 aircraft in the up-to-150-seat class over the next 20 years — the first time it has included freight in its estimate.

Airbus orders

Airbus CEO Guillaume Faury stated during the event that the A350F has the potential to be the first aircraft flown by a single pilot in the coming years.

On the Airbus booth, the European plane maker secured orders for ten A220s from Nigeria's Ibom Air, bringing the Nigerian carrier's A220 fleet to twelve.

The A220 order will be added to the end of an already large backlog for the aircraft type, which Airbus took over from Canadian manufacturer Bombardier in mid-2018. In addition, the Toulouse, France-based Company announced another large contract, this time with American aircraft lessor Air Lease Corporation (ALC).

ALC's purchase included 25 Airbus A220-300s, 55 Airbus A321neos, 20 A321XLRs, four Airbus A330neos, and, for the first time, an order for seven Airbus A350 freighters.

According to ALC Executive Chairman Steven Udvar-Hazy, the transaction reflects the industry's projected revival in the next years. "ALC was the extremely popular A321LR and XLR variants' launch customer," Udvar-Hazy said in a statement.



Expansion of the Air Senegal fleet



In addition to those announcements, Air Senegal announced that it will buy five Airbus A220-300s under a leasing deal with a division of Macquarie. In November 2019, the Senegalese national airline signed a memorandum of understanding (MoU) for eight A220s worth at USD 739 million at the quoted price.

Macquarie Airfinance, an Australian leasing business, announced the lease of five single-aisle aircraft constructed in Canada to Air Senegal, with the first deliveries slated for 2023.

The A220-300 will be used by Air Senegal to "connect Dakar to regional and European destinations." The airline's investment is part of Senegal's 20-year ambition to enhance travel and tourism.

Boeing orders.

After great anticipation, the two aerospace behemoths Boeing and Airbus announced orders from multiple airline companies on Day 2 of DAS2021, with East African carrier Air Tanzania announcing orders for one 787-8, a 767-300 cargo, and two 737 MAX.



Partnership between Boeing and Fahari Innovation Hub

Boeing announced a collaboration to support Kenya Airways' Fahari Innovation centre, which brings together entrepreneurs and innovators to help accelerate the growth of the aviation sector and address some of its present and future difficulties.

"We are quite pleased with our collaboration with Kenya Airways to assist their new start up cluster." We all have the same goal: to find and develop fresh talent that will propel our industry forward. The sector has had a difficult two years, but it is robust and will grow much more competitive and

sophisticated. "We have the potential to empower new entrants who think outside the box and examine innovative methods to our company," said Kuljit Ghata-Aura, president of Boeing Middle East, Turkey, and Africa.

The centre, which aims to be a hub for strategic innovation management, will provide chances for co-creation, collaboration, networking, research, and learning. Its goal is to foster innovation by offering knowledge, resources, services, mediation, and support to other corporate units and partner organizations.

ATR Collaborations

ATR stated that it has struck a deal with Gabonese carrier Afrijet for three ATR 72-600 aircraft, bringing the African airline's total to four.

The new aircraft will be outfitted with Pratt & Whitney PW127XT-M engines, which are part of the recently released PW127XT family of turboprop engines for regional aircraft, which was introduced on the second day of the Dubai Air show 2021.

Pratt & Whitney launched the PW127XT-M, the first variant of the type, in collaboration with ATR. It is designed with the latest materials and technologies to deliver the next level of efficiency, time-on-wing, and service, as well as world-class reliability and increased value for ATR 42/72 aircraft.



More news in summary;

During the Air show, US aircraft manufacturer Boeing also received a few orders, including a massive Dh33 billion agreement with India's Akasa Air.

It also struck an agreement to sell two freighters to Emirates SkyCargo, a four-aircraft contract with Air Tanzania, and defense accords with UAE businesses.

Furthermore, at the Air show, the UAE's Ministry of Defence signed contracts for Dh22.5 billion with European, American, and Asian contractors and suppliers. The UAE Air Force and

Air Defence (Afad) awarded a Dh11 billion contract to Abu Dhabi-based advanced technology business Edge Group's subsidiary GAL on the first day for maintenance, repair, and overhaul

(MRO) and specialized support services for the UAE Airforce and Air Defence.

The Dubai Airshow 2021, the world's largest aviation event since the Covid-19

epidemic, concluded on Thursday with more than Dh286.5 billion (\$78 billion) in commercial and defense contracts signed, exceeding the previous edition's total by more than Dh100 billion.



Flight Hour Service for Uganda Airlines and Air Tanzania



Airbus stated that two African airlines had chosen Airbus Flight Hour Service to maintain their respective Airbus fleets.

Air Tanzania's A220-300 fleet and Uganda Airlines' A330-800neo fleet would benefit from complete material services such as on-site stock, access to Airbus' spares pools, and global component engineering and maintenance services.

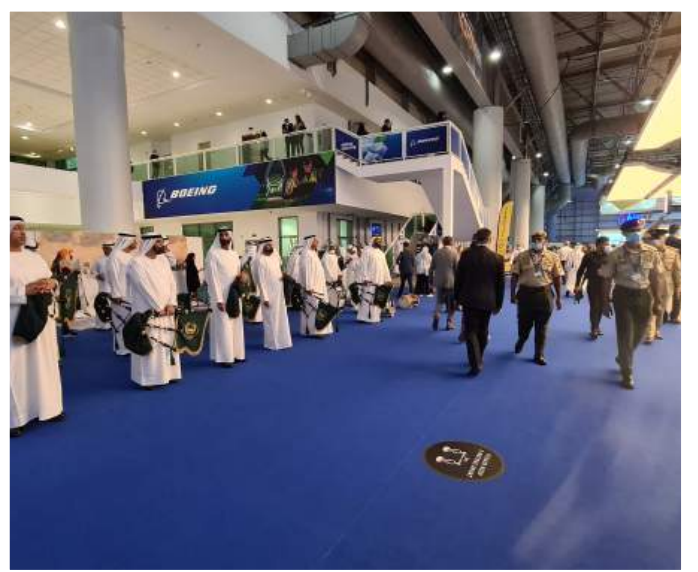
Airbus will also ensure spare parts availability, providing value through fleet availability and operating maintenance cost savings.

They are the first African clients for Airbus' FHS on two new aircraft models, the A220 and the A330. This expands Airbus' FHS presence in the African region.

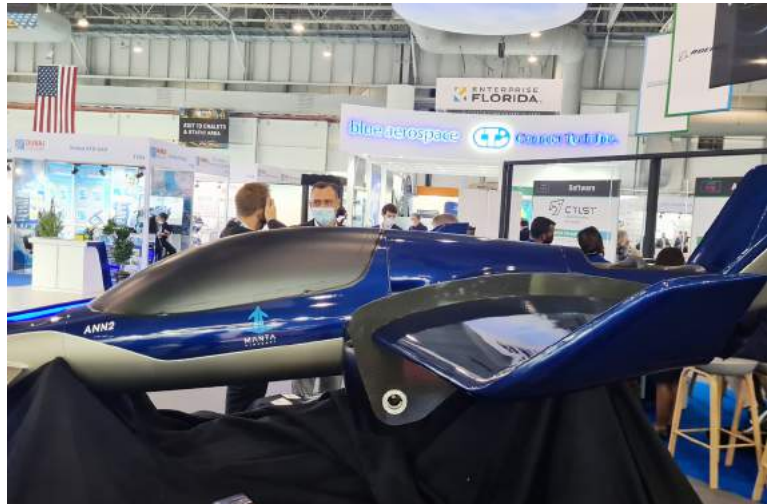
Dubai Airshow in pictures



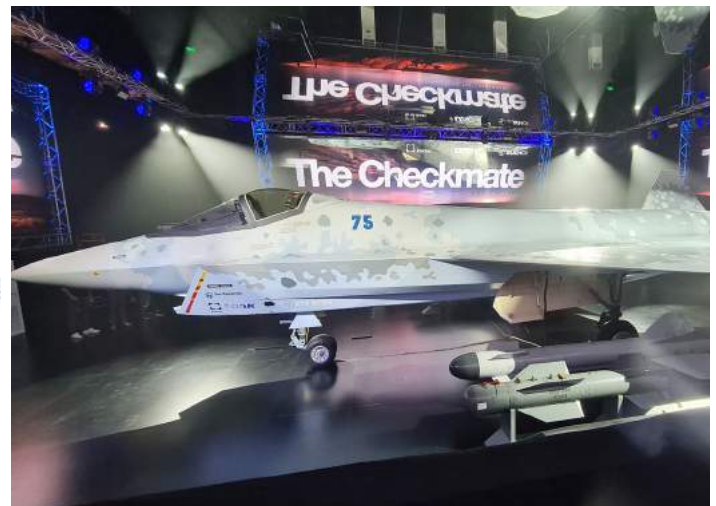
Dubai Airshow in pictures



Dubai Airshow in pictures



Dubai Airshow in pictures



Dubai Airshow in pictures



Dubai Airshow in pictures



AIR ARABIA:

Q&A with the CEO at the Dubai Airshow



By Leila Ismail

QN: Give us a little history about Air Arabia?

ANS: Air Arabia is a group of companies, that's 18 years old. It runs about \$4 billion of balance sheet and operates 58 airplanes. We have several hubs here in the UAE plus our main base. We've also got business in Morocco and in Egypt, so there is Air Arabia Egypt and Air Arabia Morocco. From Egypt, we fly to the Middle East and Europe and from UAE we fly East, West and South.

In addition to our main base in Sharjah which is our main airport, we have Air Arabia Abu Dhabi, so we fly from Abu Dhabi to multiple places.

We use a low cost business model, but our product is a solid premium or non-premium business. As you can see, this is the cabin, seat pitches are very good. We make sure that we put technology for people on board to enjoy entertainment through their own devices that they carry. We equally offer on board fantastic choice of food and beverage that is probably low cost or non-low cost. We pride our self with quality and safe operation.

QN: As the CEO of Air Arabia, Where do you see the airline going in the future?

ANS: One is, we're a publicly listed company. So we've got to make sure that we keep the integrity as a good business. We have been profitable since we started. We would like therefore, to continue to be profitable as a



Air Arabia CEO, Mr. Abel Abdullah Ali

business because when you're profitable, you can reward your investors and can invest money into the business to make it better.

The second thing is that, you always want to expand the family and make it bigger. So our next venture is going to be two airlines. We are setting up one in Pakistan called "FLY JINNAH" and another in Armenia called "FLY ARNA."

We keep growing organically but in 10 years I would want us to be everywhere. So that anytime anyone wants to travel, Air Arabia or any of its families is there.

QN: Does the airline have any awards that need to be taken note of?



what we've done but I know our corporate social responsibility focuses more on the needy people in terms of students and medical. So we tend to either find where there is a requirement for schools in remote areas and where there is scarcity of health facilities. We tend to open small clinics where people can get better treatment. It's all online as well.

QN: What should we tell the people out there in Africa about choosing Air Arabia?

ANS: Well, it's an airline that does three things. We believe in value for money, in making everybody afford travel and not just those with a lot of money. So we want everybody to get into the air and that's what we created. I think you can also tell them that Air Arabia has a record of efficiency, safety and on-time performance.

ANS: Most of them or all of them are probably online. But we do always get at least two aviation awards every year.

QN: As an African based magazine and focusing more on Africa, we were wondering whether you do have any partners in Africa?

ANS: Well, we have Air Arabia Egypt, and we also have Air Arabia Morocco which are both in North Africa. In East Africa, we fly to Nairobi and Entebbe but we have not yet gone to West and Central Africa. Africa is a developing market. The economy is doing good and we will be tapping into it slowly.

QN: Assuming everything goes as planned. What corporate social responsibilities do you have planned for Africa?

ANS: Well, we've done quite a bit in the past for Africa and we continue to do so. Maybe we can give you the details of



About the A321 LR featuring Air Arabia



Mr Florent Petteni - Airbus



By Leila Ismail

The Aviator Africa team also had an interview with **Mr Florent Petteni** the HO Single-Aisle Product Marketing official from Airbus in the Air Arabia A321LR. He gave us details and specifications about the aircraft and indepth specifications.

The aircraft is an A321 long range configuration, a version of A321 with extra take off weight and extra fuel capacity. This enables it to fly long range or further. It's installed with 215 seats which are very comfortable. It can cross recline, with a potable phone holder right above the seat table for watching



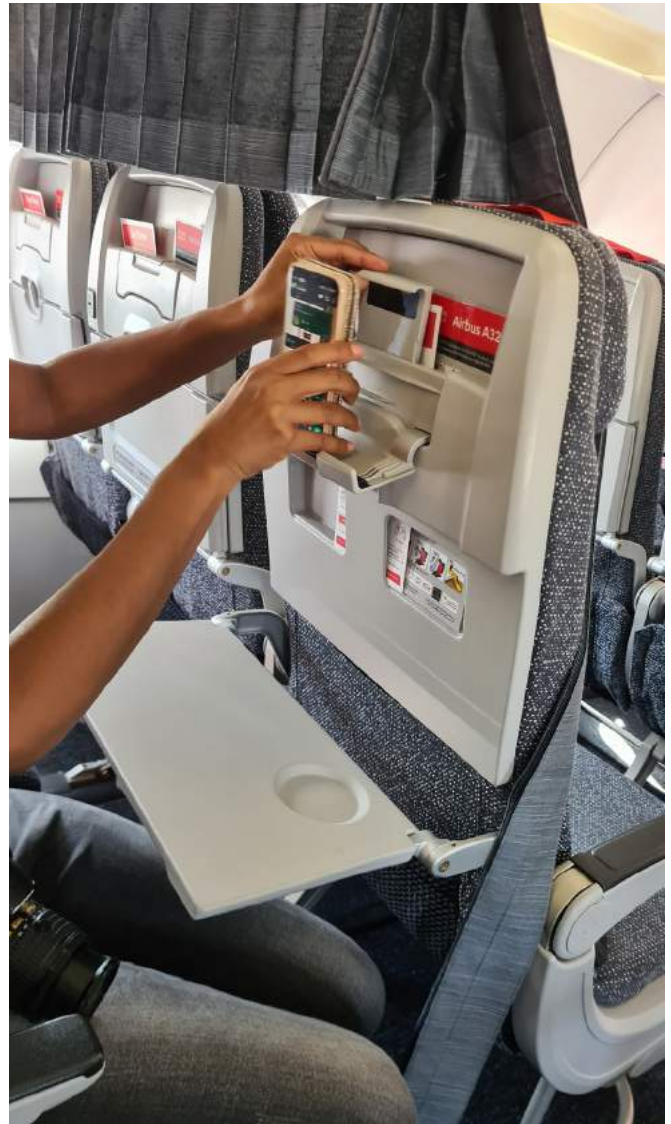
a movie, furthermore there is on-board Wi-Fi where one can connect and get movies and music.

The long range enables longhaul flights of up to 4,000 nautical miles. For example, Air Arabia's longest route is Guadalupe from Sharjah which is a seven hour flight. The A321 is capable of hosting up to 244 passengers and comes with all benefits from the Neo family which has been in service for five years with a reliability of 99.7%.

Since its entrance into service, the Neo family has saved 10 million tons of CO2 emissions and on an aircraft basis, basically 20% lower fuel burn and CO2 emissions versus previous generation aeroplane. In terms of sustainability, all of the airbus' products today can fly a 50% blend of sustainable aviation fuel (SAF). Airbus is working towards bringing all of their product capability to fly with 100% sustainable aviation fuel before 2030 which is benefiting the A321 as well considering it is a key Neo market leader.

Today it's got a 60% market share in the Neo family. It brings 30% fuel burn reduction versus the older A321s. Even if its compared to the current generation wide-body, the long-range saves 50% fuel burn and CO2 emissions.

Airbus recognizes the value of the A321 long range and its making it even better by introducing the A321 XLR in 2023. which will have an improved range of 4,700 nautical miles. So you can fly up to 11 hours on the A321 XLR which is really a game-changer for the industry.





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Litson & Associates (L&A), with its Head Office in Cape Town, South Africa, has three core areas of focus, being Aviation Safety, Aviation Training and Aviation Software Solutions.

When the company started fifteen years ago, its focus began with Aviation Auditing and Safety Reviews on behalf of Clients in the oil & gas and resources sectors, but then it additionally branched into other supporting roles within the aviation industry.

L&A is an SACAA Approved Training Organization with classroom and now virtual training courses for SMS, QMSA, Occurrence Investigation, Dangerous Goods, CRM and Lead Auditor, to mention a few. Virtual, high quality, audio-visual training courses are now held in real-time, with certificates emailed to successful delegates immediately after their successful completion of a course. L&A can present dedicated on-site and virtual training courses for aircraft operators.

L&A Risk Management Services (RMS) is sister company to L&A which creates software solutions such as eSMS-S™ (electronic Safety Management System-Simplified) which is currently being used by aircraft operators in many countries. This was followed in the ensuing years by eEVENTS (accident database), eREP-S™ (eREPORT audit reporting tool) and eTENDER, (tendering system). An operations management system called eFLITE-S will be launched in 2022.

Due to the COVID-19 pandemic, L&A had to change its business model and has converted from a company where L&A Advisors and training Instructors were constantly flying all over the world to undertake Safety Reviews or training courses, to one working primarily through its own in-house software. As we welcome in 2022, L&A is again visiting some countries to undertake on-site Safety Reviews but is also continuing to carry out Virtual Safety Reviews where this is not possible.

L&A RMS also provides safety and quality related advisory services to aircraft operators who, for example are establishing an ICAO conformant Safety Management System.

This worldwide pandemic has motivated L&A to become a company which now works smarter than ever and utilizes more tools to do any task well, even in the most difficult of circumstances, and we have succeeded in this goal.

L&A looks forward to introducing you to our new way of doing business in 2022.

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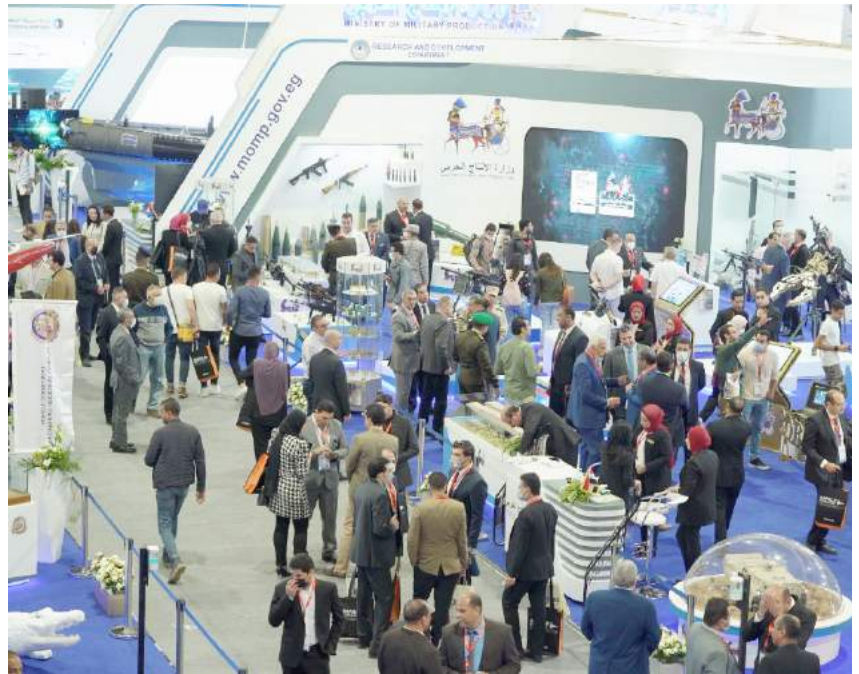


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EDEX Marks a 2nd Edition



By EDEX

Organized by the Egyptian Ministry of Defense and Military Production, EDEX took place from 29th November to 2nd December at the Egypt International Exhibition Centre in New Cairo.

The second edition of Egypt Defence Expo was inaugurated by Egypt's President Abdel Fattah Al-Sisi. He said the turnout this year is huge and reflects the country's ability to organise such international events.

The organising company announced that about 400 exhibitors from all over the world participated this year to display the latest technologies in the fields of defense and armaments from 42 countries, in addition to the attendance of official delegations of dignitaries from 45 countries.

Military delegations and more than 30,000 visitors also participated in the exhibition.

EDEX is fully supported by the Egyptian Armed Forces and presents a brand new opportunity for exhibitors to showcase the latest technology, equipment and systems across land, sea, and air.

In his speech during the opening session, Egypt's Minister of Defense Lieutenant-General Mohamed Zaki, had emphasised Egypt's aspiration to receive the most important pioneers in the defense systems industry in the world.

He added that the event is expected to be developed in size and strength in its second edition compared to the successful first edition, stressing the keenness of the General Command of the Armed Forces to follow all precautionary measures and measures to ensure the health safety of visitors during the exhibition activities.

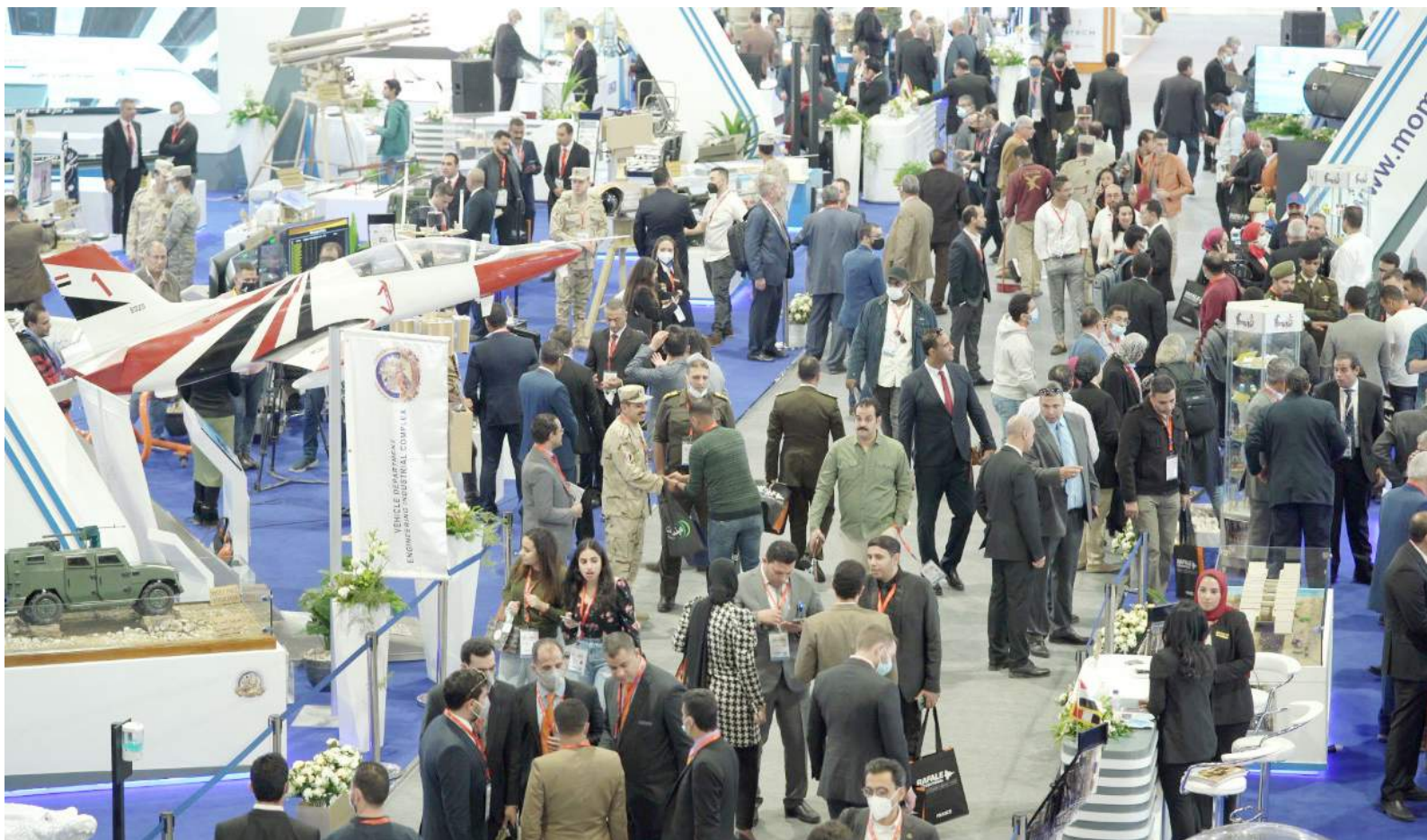
Zaki further noted that the exhibition opens new horizons of cooperation between Egypt and various countries in the field of military industries, as EDEX has become an effective international umbrella to showcase the latest systems of military, defense and technological industries in the world.

Minister of State for Military Production Mohamed Ahmed Morsi, said that more than 40 ministers of defence and military production as well as military commanders are participated in EDEX, explaining that there is an entire system behind the

organisation of the largest exhibition in the Middle East.

Two locally produced drones also made their debut at the Egypt Defence Expo. The Nut drone and the EJune-30 SW. The Nut drone named after the ancient Egyptian goddess of the sky, can perform tactical reconnaissance missions during the day and night using electro-optical technology with a maximum mission payload of 50 kilograms and an endurance of 10 hours.

The EJune-30 SW made by Industrial Complex Engineering Robots in cooperation with the Egyptian Ministry of Military Production can automatically take off and land. It is 8.9 meter long and has a wingspan of 12 meters, a maximum takeoff weight of 1,400 kilograms, a maximum speed of 260 kph, an endurance of 24 hours, and a maximum operating altitude of 7,000 meters as reported by EDEX website.





Uganda constructing a new International Airport

A proliferator to Uganda's oil production prospects

By Vincent M. Mwesigye
vincentmm311@gmail.com

The need for the construction of Kabaale International Airport was borne out of the desire to accelerate oil refinery in the Albertine Graben. The most suitable location for the refinery was found to be in Kabaale Parish, Buseruka sub-county, Hoima District.

The need for the construction of Kabaale International Airport was borne out of the desire to accelerate oil refinery in the Albertine Graben. The most suitable location for the refinery was found to be in Kabaale Parish, Buseruka sub-county, Hoima District. Kabaale is located about 30 km from Hoima Town via Buseruka Township, off Hoima-Buliisa road and about the same distance via Kiziranfumbi Township on the Hoima - Fort Portal Road.

The UCAA through ICAO commissioned Ramboll Denmark A/S in association with Newplan Limited to undertake the Master Plan Development and detailed design for Kabaale International Airport. According to the Kabaale International Airport detailed master plan, the productivity prospects in the

area are reasonably high; for instance the buffalo prospect alone can produce 400 million barrels of oil with estimated revenue 15 times the Uganda's current expenditure. The estimated reserves in the Albertine Graben as a whole are about 2 billion barrels. The size of the reserves is enough to sustain production for 20 years (Sensitivity Atlas for the Albertine Graben, 2010).

Uganda refinery study (MEMD 2010) recommended, among the required infrastructure, the development of an aircraft runway local to the refinery location, capable of accommodating large cargo airplanes with carrying capacity of 112 - 250 tonnes and with ability to accommodate take-off runs of at least 3,500m.

The Kabaale International Airport when complete will have a runway length of 3500m and a width of 75m including shoulders which will be constructed within the already acquired refinery land of approximately 29 square kilometers. The airport will operate under Visual Flight Rules (VFR). The airport will also comprise a taxiway of width of 25 m and 60 m length including shoulders. A taxi lane will be constructed along the western edge of the apron to facilitate access to stands.

The project will be divided into two phases: phase I and phase II.

Phase I will comprise an airport servicing cargo aircraft and passenger aircraft for the construction and operation of the refinery and oil fields.

Phase II will involve further development of the airport to service increased commercial passenger flights and cargo flights for the fish and flower export industry. These include for instance expansion of passenger and cargo terminals, a new parallel taxiway and expansion of apron.

The key components of the project will include an airside and a land side as is typical of all airports internationally. The airside shall comprise a runway, taxiway, apron, air traffic control tower, navigation aids, areas for ground support equipment and cargo handling, airport maintenance vehicles, airport rescue and fire-fighting, fuel farm, terminal, cargo handling services/cargo terminal, passenger terminal. The landside will comprise the landside road system, parking area, administration, meteorological office and briefing room, staff housing and commercial areas.

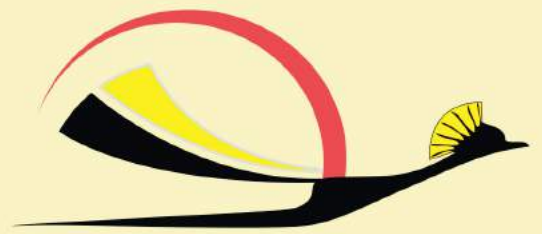
The construction works kicked off in April 2018 after the government acquired a loan of USD 309 million



(about 1.1 trillion Shillings) from Standard Chartered Bank and UK Export Finance for the first phase of the project. The project, being executed by SBC Uganda Limited-a joint venture company between UK's Colas Limited and Shikun and Binui namely SBI International Holdings AG, and is expected to be complete by 2023.

Kabaale International Airport will be the second International Airport in Uganda after Entebbe upon completion. It is an important infrastructure for the oil sector in Uganda, expected to facilitate the construction of the national oil refinery in Hoima and the East African Crude Oil Pipeline (EACOP) that will connect to Tanga in Tanzania. It sits on six square miles of land.

The airport project is already changing lives in the areas of Nyamasoga, Buseruka, Kabaale, Nyakasene and Kigaaga villages. Several general merchandise shops, restaurants, salons, supermarkets and rental units, among others, have sprung up in the neighbourhood to serve the workers at the airport. It's therefore without a doubt that Uganda and indeed the entire East African community will all derive immense satisfaction from this interesting project upon completion.



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INTERVIEW | By Harriet James

Q & A with Mr. Robert Okumu Country Manager Rwandair, Kenya

Our Kenyan Correspondent Harriet James had a one on one with Mr. Robert Okumu country Manager Rwandair in Kenya and discussed a couple of issues in the Airline business amid the pandemic times:

Rwandair Country Director, Kenya
Mr. Robert Okumu



I have been in the airline industry for the past 20 years and it's been an interesting journey. I first started off working at Kenya Airways as a pricing analyst and then I played different roles for more than ten years also growing through the ranks. I left as a spear manager in charge of Kenya but in charge of field pricing. The airline industry in Kenya is a very social industry and we all know each other. Most airlines prefer to head hunt and that is how I got a phone call from former colleagues who had joined Rwandair and told me of the opportunity. Eventually I was called for an interview and they felt I was the right person. I have been in this position for the

past six years now.

QN: What has changed in these 20 years of being in the industry?

ANS:

A lot has changed. I started in the industry in a tours and travel agency and when we started it the tour business was big then way back in 2003. We had a lot of vans and safaris were very big. Domestic travel within Kenya was also very big. Kenya Airways was actually bigger than Ethiopian airlines and I didn't leave the tour company and joined KQ immediately but I first went to work in a bank. I had applied to work in KQ a year ago and they called me a year later, and

at that time, it had more destinations and was the most respected airline in Africa. First change is that Ethiopian airline grew and overtook Kenya Airways.

Ethiopian Airline has actually used the blue print strategic plan that KQ had to reach where they are. The other big change is that there is more connectivity within Africa and there are places within Africa that flights never went before but they are currently. There is positive as whole in terms of growth of infrastructure in Africa in the airline industry because more airports are receiving international certifications and places like Uganda and Tanzania which didn't have their national airlines 20 years ago now have. This means that there is now increased competition. All these will add up to benefiting the consumer.

QN: Talk about competition and collaboration. How is the airline handling that?

ANS: The relationship within the East African countries in the airline industry is structured. We have an organization known as African Airlines Association which is a great platform for airlines to meet. Kenya and Rwanda have a very good relationship and we have a BASA (Bilateral Air Service Agreement) agreement between the two countries which is a contract that details what we are allowed to do in terms of flying into the country. It's our guiding principle. Between the two countries there is a lot of traffic and a lot of business travelers and student traffic and also families. There are very many Kenyans working in Rwanda in the institutions, in the universities and students hence there is transfer of knowledge and also intermarriage. Currently we fly three flights daily to Kigali apart from Thursdays however that will increase once the airline industry recovers. Before the global health pandemic we were flying four flights a day and they were full and that proves that there is traffic between the two countries.

QN: What strategies did you put in place during the pandemic as an airline?

ANS: The pandemic was a low to everyone. For Rwandair we closed from March when the Kenyan airspace was closed to 1st of August when it was reopened. Over that period we were doing charter flights, which is a private flight where people pay for it. We could do it for cargo business and we were the first

airline to be used to bring medicine and equipment to Africa. When we resumed operations on the 2nd of August 2020, we put in flights to encourage traffic following all the protocol measures. Gladly, from that period we have been awarded the safest airline award which we still hold to date because of the procedures we took. We were also the first African airline to have all their staff vaccinated. We have held on to that award and we still keep the standards.

QN: Talking about the awards, how does that boost your airline's image?

ANS:

We have just been awarded the second best airline in Africa. Our eyes are on being the best in Africa and we have also been awarded the airline with the best staff in terms of customer care to our customers. We are also looking at being amongst the top ten in the whole world and we believe it can happen in terms of the growth strategy that we have. Presently most state owned airlines are struggling. How have you managed to be stay on top? We focus on giving our customers the best value and fair return and offering them best customer service. One of the unique things about us is the reliability. Our customers give us great reviews as they sure of reliability and they love our consistency in terms of value. Our pricing is fair compared to our competitors. We also serve our clients with hot snacks on board unlike our competitors.

QN: You've been in the pricing department for quite some time in your career. What makes airlines pricing high in Africa?

ANS:

If you are flying from Kenya to other East African countries, there are government taxes that are imposed on the airlines. You will find that the government taxes from Nairobi to Rwanda are 100 dollars and this is even before you add the fuel cost. If you are flying to Dubai then the tax should be around 40 to 50 dollars. That has been one of the challenges when it comes to pricing of tickets within Africa. A few years back, the government in Kenya imposed what we call passengers air service charge, where every passenger pays 50 dollars from 20 dollars apart from the other taxes. Taxes make the cost pricy. Apart from the taxes imposed on the passenger, the airline is paying navigation taxes, parking fees, landing and taking off fees and all

these add to the cost and it has to be passed on to the customer. We hope that the governments in East Africa can collaborate to remove them so that the cost can be cheaper. We hope that they can too give us the open skies agreement because in such, a lot of these taxes will be removed. Taxes are used by governments as barriers to trade. Rather than each government trying to protect its national carrier, why don't they open up the air space because the customer will be able to benefit and they will make more money in terms of volumes and making air travel affordable.

QN: Talk about connectivity. What is allowing this to happen in Africa?

ANS:

A lot of African governments had invested in their own national airlines and we can see a lot of investment now. Government had a good part to play in it as they have to allow governments from other countries to fly into their countries. One thing that has spurred this is the development of new airlines and improvement of connectivity within Africa. Governments too have opened up their destinations and this has brought about connectivity. For instance, for more than four years, we have been the only airline flying from Mombasa to Rwanda. That is an example of us getting the agreements in place. We have also been able to fly from Nairobi to Entebbe. However, there is more that can be done to open up the airspaces by having an open sky agreement to allow even for a better connectivity, better fares and encourage more travel within the region.

QN: What else is ailing airlines at the moment?

ANS:

When you talk about infrastructure, the airlines need to meet the international standards in terms of communication equipment, safety, for a better part of Africa, there is good improvement in that but one of the challenges we have for instance West Africa, some of the standards are not met. The management of the airspace in terms of security and safety is very key so we still have a big part to play in improving infrastructure in Africa in terms of safety and security.

Low cost carriers

We are confident in our product so we don't shy

away from competition. You as a customer you are protected because you are regulated by IATA. There is what we call IATA bsb and if a travel agent issued the ticket, they also protected. We will also give you two pieces of bags of 23 kilos and again, you will also earn miles when you fly. We check your bags through to the final destination too. The low cost carrier is not a member of IATA and as an informed passenger, while the ticket will be cheaper, in economy class we give you two pieces of 23 kilos, on the low cost carriers you get 10 kilos.

In the US, low cost carriers don't even give any kilos. In the end, you will end up paying the same or more for far much less service offering. We focus so much on corporate clients and because of our regulation by IATA on what we offer, they will come to us. A low cost carrier might attract leisure traveller however, we realized that with our Dreamers loyalty card, more will still want to travel with us because one can still earn point with our partner Qatar airways and you can redeem miles on that airline too. The card is also a debit card and you can withdraw or deposit money with it.

Talk about the joint venture Partnership with Qatar airways

QN: The partnership is key and exciting because this year it has been voted the best airline in the world. They bought 49 percent share in Feb 2020 and the joint venture agreement was delayed due to the pandemic. Our network increases with them from 24 to 160. As you can walk into our office and if you want to fly to any destination where we are not flying, Qatar airways will take you.

When you have our Dream miles card and you fly with Qatar airways you will earn miles from it. You can also ask for a Qatar airways free ticket using our card.

Is this the way to go?

ANS:

The airline business is very capital intensive. Buying one aircraft will cost you 300 million dollars which is very expensive for governments to afford. Partnership will help you scale the challenges an airline has with connectivity. We hope that we will double our fleet to fly to more exciting destination. At the moment we are setting up Rwandair holidays department which at the click of a button you can choose the destination of your choice stress free.

MAKING HISTORY:

“Spirit Of Innovation” Claims World’s Fastest All- Electric Vehicle

By Katatumba Tyson Tommy

In a bid for the world to make fully electric aircraft, we have seen many innovators race with time creating what seems impossible.

On 10th June 2020 - The European Union Aviation Safety Agency announced the certification of an electric airplane, the

Pipistrel Velis Electro, the first type certification world-wide of a fully electric aircraft and an important milestone in the quest for environmentally sustainable aviation.

The Pipistrel Velis Electro is manufactured by a Slovenian light aircraft manufacturer and currently many of the company's clients are flight schools.



The Pipistrel Electric Aircraft



Pie Aeronefs SA' UR-1 At the company's headquarters in Switzerland

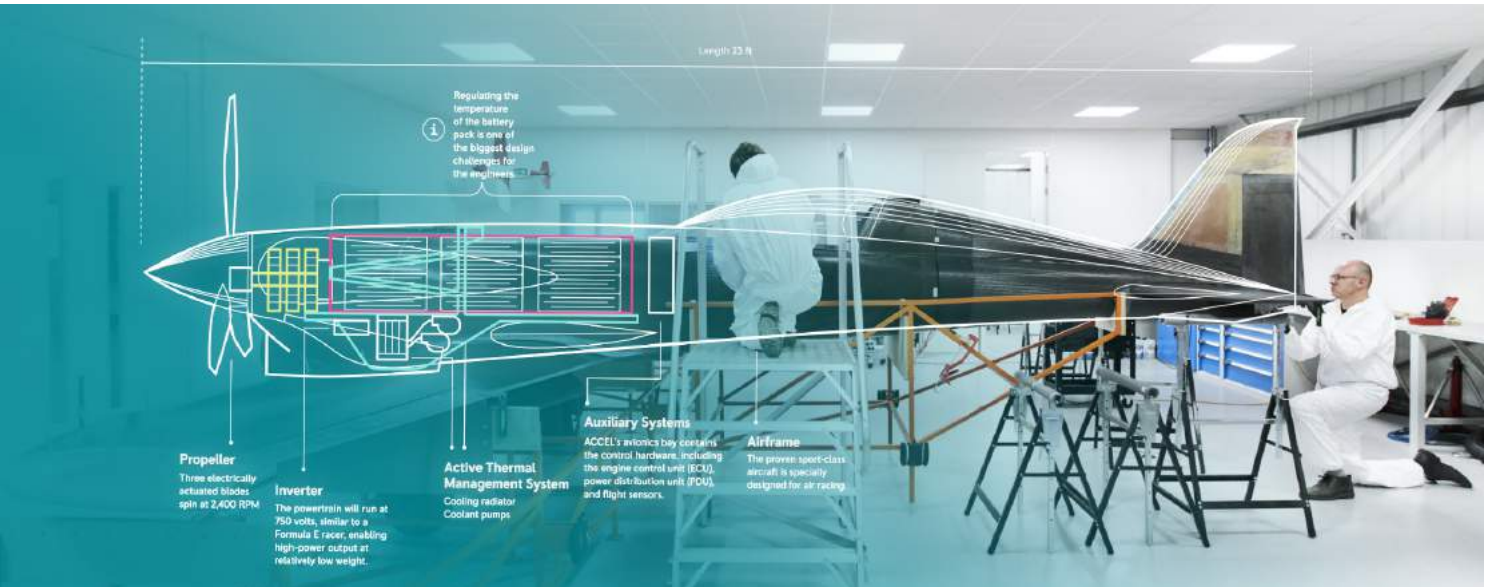
There has been more companies and individuals involved in the innovation of fully electric. In the recent years, Jeff Zaltman CEO of Air Race 1 formed up new competitive races inviting Racers around the world to come up new electric aircraft concepts following guidelines set by Air Race E to

compete in the world wide races. Among the teams interested in the Races, Pie Aeronefs SA a Switzerland based company, developing one absolute beauty the “UR-1” which will take part as of 2022 in the international Air Race E competition with many of the other teams retrofitting The Cassutt IIM Racer Aircraft.

In a more astonishing fashion, Rolls-Royce’s “Spirit Of Innovation” breaks the All Electric record reaching top speed of 555.9 km/h (345.4 mph)!



"We believe our all-electric 'Spirit of Innovation' aircraft is the world's fastest all-electric aircraft, setting three new world records. We have submitted data to the Fédération Aéronautique Internationale (FAI) – the World Air Sports Federation who control and certify world aeronautical and astronautical records – that at 15:45 (GMT) on 16 November 2021, the aircraft reached a



top speed of 555.9 km/h (345.4 mph) over 3 kilometres, smashing the existing record by 213.04 km/h (132mph). In further runs at the UK Ministry of Defence's Boscombe Down experimental aircraft testing site, the aircraft achieved 532.1km/h (330 mph) over 15 kilometres – 292.8km/h (182mph) faster than the previous record – and broke the fastest time to climb to 3000 metres by 60 seconds with a time of 202 seconds, according to our data. We hope that the FAI will certify and officially confirm the achievements of the team in the near future."

During its record-breaking runs, the aircraft clocked up a maximum speed of 623 km/h (387.4 mph) which we believe makes the 'Spirit of Innovation' the world's fastest all-electric vehicle.

Warren East, CEO, Rolls-Royce, said: "Staking the claim for the all-electric world-speed record is a fantastic achievement for the ACCEL team and Rolls-Royce. I would like to thank our partners and especially Electroflight for their collaboration in achieving this pioneering breakthrough. The advanced battery and propulsion technology developed for this programme has exciting applications for the Advanced Air Mobility market. Following the world's focus on the need for action at COP26, this is another milestone that will help make 'jet zero' a reality and supports our ambitions to deliver the technology breakthroughs society needs



to decarbonise transport across air, land and sea."

Business Secretary Kwasi Kwarteng said: "Rolls-Royce's revolutionary Spirit of Innovation aircraft is yet more proof of the UK's enviable credentials when it comes to innovation. This record will show the potential of electric flight and help to unlock the technologies that could make it part of everyday life. The government is proud to back projects like this to leverage the private investment necessary to unlock cleaner, greener aircraft which will allow people to fly as they do now, but in a way that cuts emissions."

The 'Spirit of Innovation' is part of the ACCEL or 'Accelerating the Electrification of Flight' project. Half of the project's funding is provided by the Aerospace Technology Institute (ATI), in partnership with the Department for Business, Energy & Industrial Strategy and Innovate UK.

The aircraft was propelled on its record breaking runs by a 400kW (500+hp) electric powertrain and the most power-dense propulsion battery pack ever assembled in aerospace. We worked in partnership with aviation energy storage specialist Electroflight and automotive powertrain supplier YASA. As well as a stunning technical achievement, the project and world record runs provided important data for our future electric power and propulsion systems for all-electric urban air mobility and hybrid-electric commuter aircraft. The characteristics that 'air-taxis' require from batteries, for instance, are very similar to what was developed for the 'Spirit of Innovation'.

Stjohn Youngman, Managing Director, Electroflight. "We are delighted to have played an integral role in this landmark project. Its success is a fitting tribute to the dedication and innovation of the Electroflight team and our suppliers. Developing the propulsion and battery system, in collaboration with experienced program partners, has resulted in a world class engineering capability that will lead the way towards the decarbonisation of air travel. Our next step is to adapt this pioneering technology so it can be applied across the wider aerospace industry to deliver a more sustainable way to fly."

Rolls-Royce has an incredible history of flying speed record attempts and breaking records, dating back to the Schneider Trophies of the early 1930s. The speed achieved by test pilot and Rolls-Royce Director of Flight Operations Phill O'Dell in the 'Spirit of Innovation' was more than 213.04 km/h (132 mph) faster than the previous record set by the Siemens eAircraft powered Extra 330 LE Aerobatic aircraft in

2017. Never in the history of the FAI record attempts has there been such a significant increase in speed over such a short time, highlighting the rapid pace at which electrification of aerospace is advancing.

Phill O'Dell said: "Flying the 'Spirit of Innovation' at these incredible speeds and believing we have broken the world-record for all-electric flight is a momentous occasion. This is the highlight of my career and is an incredible achievement for the whole team. The opportunity to be at the forefront of another pioneering chapter of Rolls-Royce's story as we look to deliver the future of aviation is what dreams are made of."

While all three organisations share a passionate pioneering spirit, Rolls-Royce through the development process has learnt from the motorsport background of both partners and in particular the pace of start-up Electroflight. Meanwhile we have shared expertise and technology with our partners including the rigorous safety and testing methods needed by the civil aviation industry – this combination has helped turn a concept into a world record breaker.

Dr Tim Woolmer, YASA's Chief Technology Officer and Founder said, "Electric flight is set to be as transformative for mobility as the jet engine was 70 years ago. It's thrilling to see our ultra-high performance, super-low weight electric motors powering the 'Spirit of Innovation' to these great speeds, and to know that collaborative projects like ACCEL take us one step closer to emissions-free electric flight becoming a commercial reality for all."



Aviation History:

Concorde sets top speed record London to Cape Town





On November 29, 1962, the French and British governments sign an agreement to jointly design and manufacture the first commercial supersonic jet after several researches that had begun as early as 1958. After years of tests, the French-built 001 prototype Concorde makes its maiden flight, a 42-minute circle trajectory from the airport of Toulouse. British prototype 002 makes its maiden flight a month later.

“One of the 20th century’s greatest design icons and the world’s supersonic aircraft, flying at around twice the speed of sound at 1,350mph and at an altitude of 60,000 feet.” As London Air Travel quoted, the Concorde was a true master piece during its flying days.

With the “You Leave. Arrive Before” promise, The Concorde sometimes if not most times land ahead of schedule.

March 28, 1985, Concorde registration G-BOAC Cunard charter flight to carry passengers to and from QE2 on its world cruise a “now” retired British ocean liner converted into a floating hotel. Set new London to Cape Town speed record for its class.

The British Airways supersonic Concorde jetliner broke the speed record for a flight from London to Cape Town, taking 8 hours and 8 minutes with a refueling stop in Monrovia, Liberia. This beat the previous record of 11 hours and 54 minutes, set by a Boeing 747 in 1977.

“That is indeed a record,” the then British Airways spokesman David Snelling said. “The flight was 15 minutes ahead of schedule, so it was even better than we hoped.”

Concorde was grounded in July 2000 following An Air France Concorde crash just after take-off from Paris Charles de Gaulle airport, killing all 109 on board and four people on the ground. Pending an inquiry, and the withdrawal of its airworthiness certificate.

It returned to commercial service in November 2001. This followed a package of improvements including new fuel tank liners to prevent leaks and new tyres that were less likely to explode if punctured.



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The X-59

Lockheed Martin

QueSST project



By [Leila Ismail](#)

Lockheed Martin was granted a preliminary design contract for the X-59 in February 2016, with the goal of flying in 2020. Between February and April 2017, a 9 percent scale model was to be wind tunnel tested at speeds ranging from Mach 0.3 to Mach 1.6. The preliminary design review was supposed to be finished by

June 2017. Lockheed was the sole bidder for NASA's August 2017 request for proposals, despite receiving three enquiries.

NASA awarded Lockheed Martin a \$247.5 million contract on April 2, 2018, to develop, build, and deploy the Low-Boom X-plane in late 2021. On June 26, 2018, the US Air Force notified NASA that the demonstration had been granted the X-59 QueSST designation. By October, NASA Langley had finished three weeks of wind tunnel testing on an 8 percent-scale model, with high AOAs of up to 50° and 88° at extremely low speed, up from 13° in prior tunnel sessions. Static stability and control, dynamic forced oscillations, and laser flow visualization were all tested, building on earlier experimental and computational predictions.

NASA intended to begin experiments over two weeks beginning November 5, 2018, to gather feedback: up to eight thumps each day at different sites will be monitored by 20 noise sensors and

described by 400 people, who will get a \$25 per week reward. An F/A-18 is plunging from 50,000 feet to temporarily go supersonic for lower shock waves over Galveston, Texas, an island, and a greater boom over water to approximate the thump. Lockheed Martin had already begun milling the first section in Palmdale, California, at the time. The first main structural parts were loaded into the tooling assembly in May 2019. Assembly was getting started in June. At NASA Langley, the external vision system (XVS) was tested in flight aboard a King Air.

This will be followed by high-speed wind tunnel testing at NASA Glenn Research Center to validate inlet performance forecasts with a 9.5 percent-scale model. The critical design review was successfully completed on September 9–13, ahead of the IRB's November report to NASA's Integrated Aviation Systems Program. The remaining 80–90% of the designs should then be released to engineering. The wing assembly was supposed to be finished in 2020.

Following flight-testing at the Armstrong Flight Research Center, an acoustic validation will incorporate air-to-air Schlieren imaging backlit by the Sun to confirm the shockwave pattern until September 2022. NASA will then fly it to check its safety and performance, as well as to demonstrate the quiet supersonic technology above U.S. cities

in mid-2022 to evaluate community responses for regulators, which might enable commercial supersonic travel. Community-response flight tests in 2023–25 will be utilized to determine a sonic boom standard at the ICAO's Committee on Aviation Environmental Protection meeting (CAEP13) in 2025.

The Lockheed Martin X-59 QuesST ("Quiet SuperSonic Technology") is a Lockheed Martin experimental supersonic aircraft currently being

Quiet SuperSonic Technology

NASA will then fly it to check its safety and performance, as well as to demonstrate the quiet supersonic technology above U.S. cities in mid-2022 to evaluate community responses for regulators





developed at Skunk Works for NASA's Low-Boom Flight Demonstrator program. Preliminary design began in February 2016, with the X-59 expected to be delivered in late 2021 for flight tests beginning in 2022. It is scheduled to cruise at Mach 1.42 (1,510 km/h; 937 mph) and 55,000 ft (16,800 m), producing a low 75 Perceived Level decibel (PLdB) thump to assess the acceptability of supersonic transport. Ground noise is predicted to be roughly 60 dB(A), or around 1/1000 the volume of modern supersonic aircraft. This is accomplished by employing a long, narrow airframe and canards to prevent shock waves from colliding.

It should produce a 75 Perceived Level Decibel (PLdB) thump on the ground, which is as loud as closing a vehicle door, compared to the Concorde's 105-110 PLdB. The center engine has a top-mounted intake for reduced boom, but vortices cause inlet flow distortion.

The Low-Boom X-plane will be 94 feet (29 meters) long with a wingspan of 29.5 feet (9.0 meters) and a

maximum takeoff weight of 32,300 pounds (14,700 kg). It should reach Mach 1.5 or 990 mph (1,590 km/h) and cruise at Mach 1.42 or 940 mph (1,510 km/h) at 55,000 feet using a single General Electric F414 (16,800 m). The cockpit, ejection seat, and canopy are taken from a Northrop T-38, while the landing gear is taken from an F-16. Its engine will produce a thrust of 22,000 lbf (98 kN).

Because of the flush cockpit, the long and pointy nose-cone will impede all forward view. The X-59 will feature an improved flight vision system (EVS) that includes a forward 4K camera with a 33° by 19° field of view to compensate for the lack of forward visibility. Collins Aerospace, a United Technologies company, was chosen to deliver its Pro Line Fusion Cockpit avionics, which display the boom on the ground, as well as EVS with long-wave infrared sensors. The landing is handled by the Collins EVS-3600 multispectral imaging system beneath the nose, while the NASA external vision system (XVS) in front of the cockpit provides a forward view.



Credit: U.S. Air Force photo/Master Sgt. Scott Wagers

Aviation Phonetic Alphabet

By [Katatumba Tyson Tommy](#)

The Story Of Alpha, Bravo, Charlie...

In many instances while watching war movies for example or when flying with a friend or when interacting with people in the aviation or military sector, the dialogue could have devolved into a mass of Alphas, Bravos and Charlies.

We examine the origin of these “phonetic alphabets” and to why they are very important and used in the aviation & Military industry.

The phonetic alphabet was created as a standardized way for aircrews around the world to make themselves recognized and understood. All flights and planes are given names with identifying letters, but characters such as M and N or D and B can sound very similar, even when said by someone standing right next to you. “When a pilot communicates with air traffic control,



static and other interferences often lead to confusion with English language letters. ICAO developed the International Radiotelephony Spelling Alphabet to ease communication via telephone or radio and avoid misunderstandings when parts of a message containing letters and numbers are spelled out.

Also referred to as the ICAO Phonetic Alphabet and the NATO Alphabet (with some modifications), this universal spelling alphabet is a set of words used to clarify messages, no matter the spoken language. Members of the military, police, airline pilots and others working in the aviation and travel industry commonly use it." As noted by Chahinez Dib for Uniting Aviation The ICAO phonetic alphabet assigned the 26 code words to the 26 letters of the English alphabet in alphabetical order: Alfa, Bravo, Charlie, Delta, Echo, Foxtrot, Golf, Hotel, India, Juliett,

Kilo, Lima, Mike, November, Oscar, Papa, Quebec, Romeo, Sierra, Tango, Uniform, Victor, Whiskey, X-ray, Yankee, Zulu.

With short and simple words, ICAO's phonetic alphabet lowers the chance of misunderstandings and increases operational safety for passengers and crew. Because some letters sound similar (M and N or G and J), it can generate confusion between two people communicating with different accents or when the communication lines are poor. The phonetic alphabet helps limit confusion between the cockpit and the tower.

Initially during the First World War, the Royal Navy used an alphabet that began Apples, Butter and Charlie, while British infantrymen in the trenches had their own version, which started Ack, Beer and Charlie. The Royal Air Force (RAF) developed an alphabet based on

both of these but when the US Air force joined the war, all Allied Forces adopted what became known as the Able, Baker alphabet. This also came to be used in civil aviation, but confusion continued, not least by the use of a separate English alphabet in South America.

Therefore an agency of the United Nations, made sense for the ICAO to create a standardized alphabet, one which – even if made of English words – had sounds common to all languages and so could be spoken and pronounced internationally no matter what nationality the pilot. Jean-Paul Vinay of the University of Montreal, a noted professor of linguistics, was charged with creating a new alphabet equivalency list and completed it in 1951.

The alphabet was officially introduced on the 1 March 1956, with just five simple changes to Jean-Paul Vinay's earlier work – the words for the letters C, M, N, U and X. Adopted worldwide, those changes have remained in place ever since and are still in use.

The Biggest ATC humor Collection

Approach:

Cessna X, your mode C is intermittently reporting 3,000 feet. Say your altitude.

Pilot:

Cessna X is intermittently at 3,000 feet.

Tower:

Traffic at your 6 o'clock, 2 miles, same altitude, closing slowly.

Pilot:

Roger. Since our plane doesn't come standard with rear view mirrors, could you keep us apprised?

Flight Watch:

Cessna X, Can you give us a pilot report?

Pilot:

It feels like we're riding a hotel's vibrating bed up here. Flight Watch: Is that bed on the light, moderate or rattle your teeth setting?

An airliner was in a holding pattern waiting for the Democratic Presidential Nominee to leave the area.

Tower:

Airliner X, can you hold for another 10 minutes?

Pilot:

Yes sir, however, please advise the Democrats that more and more passengers are turning Republican.

Jet Pilot:

before I find any.

Tower:

"Kilo Mike Delta, are you proceeding to TGO?"

Pilot:

"Yes Sir, more or less."

Tower:

"In that case, proceed a little bit more to TGO!"

Pilot (LH 876):

"Request heading 110 to avoid."

Tower:

"To avoid what!?"

Pilot (LH 876): "To avoid delay."

Tower, we'd like to report a family of foxes crossing the taxiway.

Tower:

Roger that. The foxes help keep families of birds from nesting in the area.

Approach Control:

747 Heavy, traffic is a 777 at your 2 o'clock at 4000 feet.

747 Heavy:

Roger, Approach, we have that light twin in sight.

Ground Control:

Airliner X, Good news, you are clear to taxi to the active.

Pilot:

Roger, What's the bad news?

Ground Control:

No bad news at the moment, but you probably want to get gone

Tower Controller:

"BA356, proceed to stand 69"

BA:

"Yes, Sir, Nose in or Nose out?"

United cargo jet (with female pilot):

"This is my secondary radio. Is my transmission still fuzzy?"

Oakland ARTCC controller:

"I don't know. I've never seen it." (Earned him two weeks on the beach)"

Compiled by

www.aviationhumor.net



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3. Tag @aviatorafrika
4. Use hashtag #aawordsearch

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Grab your magnifying glass and get set to search up down, left or right for these 25 aviation words.

Hint: some of them may be backwards!

Q J W R A C O N C O R D E I F
 P E A I D A I R P L A N E M T
 E A K S N A V I G A T E E B F
 P I J E A D A O Z V R C J O L
 A R H W L K S X C U A S H E N
 U P G L L I X O A S J E A I I
 L O O B A I P D C T O D L N A
 E R Z R D I F C O K I Z J G T
 T T N U L H H T A E R E P I P
 T A W N R T A K E O F F N H A
 E N T W E K S R A D I O A C C
 S S B A N T O S S U B R I A R
 K S M Y A W B T U R N O D E W
 E E C L I M B S H I G E D T H
 J C D F C W I N G S T G H T D

CONCORDE

TURN

TAKE OFF

NAVIGATE

LAND

CESSNA

ROLL

YAW

CLIMB

BOEING

AIRBUS

PIPER

DESCENT

AIRPORT

AIRPLANE

CADET

EPAULETTES

CAPTAIN

RUNWAY

FLY

WINGS

WINDSOCK

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