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AUGUST 2022

AFRICA

SUSTAINABLE AVIATION FUEL A CATALYST TO CLEAN AVIATION



20 - 21

**THE REBIRTH OF
NIGERIA AIR**

28 - 30

**AVIADEV AFRICA
2022 REVIEW**

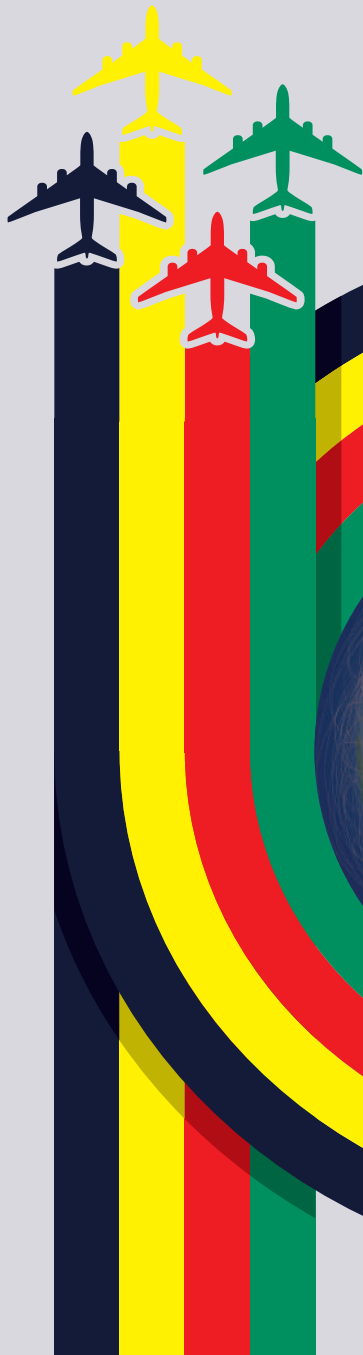
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**CONCORD AIRCRAFT
DISASTER**



**NEW DATES
ANNOUNCED**

In association with
Rwanda Civil Aviation Authority
and RwandAir



AVIATION AFRICA

12th - 13th September 2022

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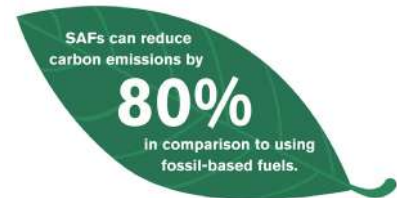
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Managing Editor's Note



Vincent M. Mupenzi

To all our aviation enthusiasts, I introduce to you the 13th Edition of The Aviator Africa Magazine, one of Africa's Leading Aviation Publications. In this issue, we focus primarily on Sustainable Aviation Fuel (SAF) which is a catalyst to clean Aviation. The Paris agreement adopted on 12th December 2015 emphasizes that countries must pursue efforts to limit global warming well below 2 degrees Celsius and to achieve this, countries must work to reduce their greenhouse gas emissions to "Net Zero" by the year 2050.

The months of June and July saw the staging of some of the world's biggest air shows; The AVIADEV Africa which was hosted at Century City in Cape Town- South Africa from the 29th June through 1st July and The Farnborough International Airshow which ran from the 18th to the 22nd of July 2022 hosted at Farnborough city In South- West London. Both events brought in key players in the aviation industry and leading innovators in aviation and defense around the world.

This must read issue of the Aviator Africa magazine will ensure that you keep yourself abreast with all news and information in the aviation world for we strongly believe that the more you read, the more you learn.

Enjoy your reading!

THE **Aviator**
AFRICA

Your Number one Source of Aviation News in Africa

IN THE NEWS

KQ intends to buy 40 flying taxis from Brazil



Kenya Airways CEO Alan Kilavuka

Kenya Airways (KQ) has signed a deal that will see it buy 40 flying taxis from two Brazilian firms as part of the airline's diversification through its new subsidiary Fahari Aviation. The carrier said on Tuesday it had signed a letter of intent

(LOI) with EVE UAM, LLC, a subsidiary of Eve Holding, Inc. ("Eve") and a carve-out of Embraer S.A. ("Embraer") which includes joint studies through a working group to develop and scale the Urban Air Mobility (UAM) market. The LOI also covers a business model for cargo drone operations in Kenya and the national carrier expects to start deliveries by 2026.

The flying taxi, known in technical terms as the electric vertical take-off and landing (eVTOL) aircraft, is a new technology that uses electricity to hover, take off, and land vertically, making it easier to move within cities while avoiding traffic jams.

"The journey to realise the dream of eVTOL vehicles in Kenya is on course and the partnership with EVE UAM is a key achievement for us as part of the strategy to adopt new technologies as a growth strategy for the sustainable development of Africa," mAirways chief executive Allan Kilavuka said on Tuesday. He explained that the airline is yet to enter into any financial contract until the studies are complete.

Uganda Airlines appoints new CEO



**Uganda Airlines CEO
Ms Jennifer Bamuturaki**

Jennifer Bamuturaki is a Ugandan businesswoman and Corporates Executive, who serves as the Chief Executive Officer of Uganda Airlines, the national airline of Uganda, since July 2022. Before that, she served at the same airline as the CEO in

acting capacity. Bamuturaki's career stretches back nearly 30 years. She started out as a guest relations officer at the Kampala Sheraton Hotel. Most of her career has been in marketing, in the hospitality and travel industries. When the defunct Air Uganda was formed in 2007, she joined and served in the sales and later in the marketing departments.

In 2019, when the government of Uganda revived Uganda Airlines, Bamuturaki was hired as the commercial manager of the new airline. However, after the probationary period ended, she was not hired. She left the airline to pursue other business interests. Following the suspension and interdiction of the entire board of directors and many senior management executives at the airline in April 2021, the

shareholders recalled Bamuturaki and made her the acting CEO in May 2021.

Ms Bamuturaki will be responsible for leading and driving the business and success of the airlines, for devising and executing the airlines' strategy.

She will also be expected to guide formulation and implementation of strategy, commercial, financial, operations, people, stakeholder relationship and compliance management, corporate communications and oversight of information systems.

Uganda Airlines had not had a substantive chief executive officer since it was launched in 2019. With her appointment as CEO, she becomes the first substantive CEO at the airline and the first woman to serve in that position.

Air Tanzania confirms plans to have 16 operational aircraft by early 2023



State-owned airline Air Tanzania plans to increase its fleet by 2023, local sources reported. Tanzania's president, Samia Suluhu Hassan, had assured in April that her government would continue to «strategically nurture» the airline to improve its operational efficiency.

National Minister Works and Transport, Makame Mbarawa, said the Tanzanian state will invest 468 billion shillings (about 200 million dollars) to bring in five new aircraft.

The money will go toward completing payments for a Boeing 787-8 Dreamliner, two Boeing 737 MAX 9s, a Boeing 767-300F freighter and a Dash 8 Q400. According to the official, the government is determined to make Tanzania a transport and logistics hub in East and Central Africa. The

development of a larger network of connections in the region would lead to increased competition between the company and Kenya Airways, the flag carrier of neighboring Kenya.

Air Tanzania currently operates a fleet of Airbus A220-300 aircraft (it is the first operator of the model on the continent), Boeing 787-8s and Dash 8 Q400s. If the new deliveries are completed on time, it would have 16 aircraft of its own by early 2026.

The new budget commitment comes against a backdrop of negative balance sheets for the company. Earlier this year it was revealed that two Boeing 787-8 Dreamliners recorded losses of 23.6 billion shillings. However, the company consolidated a trend to reduce its losses between 2020 and 2021.



Rwanda to host ironman 70.3 Triathlon race

RwandAir is proud to be the premium sponsor of IRONMAN 70.3 Rwanda. Through this partnership, history will be made as Rwanda will host its inaugural IRONMAN in Rubavu on the 14 August 2022, with athletes flying the dream of Africa.

The race is also the first IRONMAN triathlon in East Africa. With over 200 athletes expected to participate, this race offers qualifying slots for the IRONMAN 70.3 World Championship in Lahiti, Finland, and is the perfect stop on your next African adventure. You don't want to miss out. The Race Venue

A waterfront town on the shores of Lake Kivu, Rubavu is three hours away from the capital Kigali. Rubavu, as well as other spots along Lake Kivu, warm clean water, and an easy-going tropical character. About the course

Swim: Athletes will take on a 1.9km swim at the waterfront of Gisenyi in Lake Kivu, one of the African Great Lakes. Lake Kivu, is just south of the equator and lies at an altitude of 1463 meters above sea level.

Bike: A two-lap 90km bike course will take athletes around the hills of Rubavu and along the spectacular shoreline of Lake Kivu.

Run: The 3 laps 21.1km run course incorporates the shoreline of Lake Kivu and suburban Gisenyi. Athletes can expect a spectator-lined run course to the finish line





Cabinet Secretary Ministry of Works and Public Works Mr. James W. Wacharia

Kenya Ranked Second in Africa after Conclusion of the ICAO Security Audit

The International Civil Aviation Organization (ICAO) has concluded security audit on Kenya and ranked Kenya second in Africa after attaining a score of 91.77%. Under the Universal Security Audit Program (USAP), ICAO has conducted 3 Audits on Kenya. In 2008, the state scored 68% level Effectiveness Implementation of

the Standards and Recommended Practices, whilst in 2015, Kenya scored 88%. From 16th – 27th May 2022, Kenya was audited by ICAO and attained a Sustainability Indicator Score of 91.77% on the Average Effective Implementation (EI) of the eight Critical elements (CE) of Aviation Security Oversight System.

In a statement released by office of the Cabinet Secretary Ministry of Transport, Infrastructure, Housing, Urban Development and Public Works Mr. James W. Wacharia, the Cabinet Secretary noted that the Republic of Kenya being a contracting state to the Convention on International Civil Aviation,

Kenya is obliged to comply with the Standards and Recommended Practices (SARPs) contained in the 19 ICAO annexes.

Currently, the global score on the average Effective Implementation (EI) of Critical Elements (CEs) stands at 71.86% with an African Average of 61.90% and the Eastern and Southern African region (ESAF) at 65.61%. With the current audit results released by ICAO, Kenya is now ranked second in Africa and has already attained and even surpassed the target set by ICAO of achieving a Sustainability Indicator Score of 90% by the year 2030.

TAAG and AIR LEASE Corporation sign deal for six Airbus A220-300 Aircraft

Luanda Based carrier, TAAG Angola Airlines has placed an order of 6 Airbus A220-300 under a leasing agreement with the Air Lease Corporation. The deal shall see the aircraft delivered gradually between 2023 and 2024 with 5 of the 6 aircraft being delivered between January and July 2023.

The Airbus A220-300 is a state-of-the-art aircraft that sees the airline save 30% in fuel costs and a total of 20% reduction in operating costs in its global operations. The deal was signed with ALC during the



TAAG

Linhas Aéreas de Angola
Angola Airlines

Farnborough International Airshow that was held during the third week of July.

Eduardo Fairen, the CEO of TAAG said, "Today we start our relationship with ALC incorporating six new Airbus A-220-300 into our fleet. It's indeed a significant announcement for us as we are celebrating a new era and a new vision for TAAG. We are

alive, back in business, breaching with the past to achieve greater results and becoming a reference for Africa. This partnership emphasizes our commitment to grow and further improve our credibility among international stakeholders while creating a new value proposition for our passengers."

South African Airways (SAA) and Kenya Airways have signed a new codeshare agreement.

The deal enables travellers to combine flight segments and baggage on a single ticket as the codeshare agreement will see each airline sell, under its own code, flights operated by each other.

It will smooth travel out of SA to African destinations including Nairobi, Dar es Salaam, Entebbe, Mombasa, and Kisumu. According to Kenya Airways, the growth of this partnership could also see the addition of Zanzibar, Kilimanjaro, Juba, Douala, Lusaka, and destinations in Ghana and Nigeria, subject to government approval.

Kenya Airways passengers will have more options of travel into Southern Africa, including to Cape Town, Durban, and Harare.

SAA, Kenya Airways sign new codeshare deal

SAA passengers will still be able to earn Voyager Miles on the new codeshare flights.

SAA said it would issue a statement of its own in due course.

In November 2021, SAA and KQ signed a Strategic Partnership Framework to work together to increase passenger traffic, cargo opportunities, and general trade. Kenya Airways sees the codeshare agreement as enhancing the



strategic partnership plans. SAA has stressed that the Strategic Partnership Framework is not a merger of the two airlines.

Ethiopian Airlines orders Africa's First A350-1000



Ethiopian Airlines Group, Africa's largest airline group, has upsized four of its A350-900 on order to the largest variant of the A350 Family, the A350-1000, becoming Africa's first customer for the aircraft.

Ethiopian Airlines has already ordered 22 A350-900s, of which 16 aircraft have been delivered. With the A350-1000 upsizing, Ethiopian Airlines' backlog consists of four A350-1000s and two A350-900s. Ethiopian Airlines Group CEO Mr. Mesfin Tasew said, "We are delighted over the upsizing of the A350-900 on order to the largest variant, A350-1000, that helps us

stay ahead of the curve in technology. We are the technology leaders in the continent introducing the latest technology and fuel-efficient fleet into Africa. The A350-1000 is the best fit for our dense routes, and we believe that the upsizing will be instrumental in satisfying the increasing demand of customers in our vast global network across five continents. We will continue on keeping ourselves abreast of aviation technology advancements to enhance our service and fulfil customers' demand."

"We are proud of our strong partnership with Ethiopian Airlines - the first airline in Africa to order and operate the A350-900. In another first, Ethiopian Airlines is once again leading the way in Africa's aviation sector by introducing the A350-1000, the largest version of the world's most efficient and technologically advanced passenger aircraft." said Mikail Houari, President, Airbus Africa and Middle East. "The A350-900 has delivered extraordinary capability, fuel efficiency, and operational reliability of 99.5 percent together with unbeatable

operational flexibility and efficiency, from short to ultra-long-range operations."

The A350-1000 will increase the East African carrier's capacity and it will be an addition to its modern wide-body fleet. The airline will benefit from a flexible, high-value Family leveraging Airbus' unprecedented level of commonality and same type rating.

The Airbus A350's clean-sheet design features state-of-the-art aerodynamics, a carbon-fibre fuselage and wings, plus the most fuel-efficient Rolls-Royce Trent XWB engines. Together, these latest technologies translate into unrivalled levels of operational efficiency and sustainability for Ethiopian Airlines, with a 25% reduction in fuel-burn and CO2 emissions compared to previous generation twin-aisle aircraft. By the end of June 2022, the A350 Family had received 940 orders from 52 customers, making it the reference large widebody family for the next decades.



ICAO Council President Advocates for African Leadership on Air Transport Liberalization and Sustainability

ICAO Council President Salvatore Sciacchitano

At a recent continent-wide meeting of over 150 African aviation leaders, ICAO Council President Salvatore Sciacchitano stressed that national regulators could play an important leadership role by fully capitalizing on the liberalization and environmental sustainability opportunities available to them.

The President advocated for these objectives during the two-day 34th Extraordinary Plenary Session of the African Civil Aviation Commission (AFCAC), hosted in Senegal.

Opening remarks and goodwill messages were also delivered at this occasion by Mr. Mohamed Moussa, Director-General of the Agency for Aerial Navigation in Africa and Madagascar (ASECNA), Dr Amani Abu-Zeid, AU Commissioner for Infrastructure and Energy, and Mr. Silas Udahemuka, President of AFCAC and Mr. Sidy Gueye, Director-General of Civil Aviation of Senegal.

Emphasizing the need to establish sufficient training capacities to adequately address Africa training needs, Mr. Sciacchitano highlighted that “with its enormous natural and human resources, and a blue-sky attitude towards the adoption of emerging aviation technologies, Africa is well positioned to contribute to global leadership as the next revolution in air transport takes shape.”

The Council President's remarks served to highlight how Africa is currently poised to champion the development and production of sustainable aviation fuels (SAFs), which would directly support more sustainable aviation and goals of the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

In tandem, the African Union's Single African Air Transport Market (SAATM), which was established in support of the effective implementation of the Yamoussoukro Decision, holds the promise of “stimulating improved mobility, trade, tourism, and services, both within Africa and with the rest of the world”, he said.

Mr. Sciacchitano also underscored the importance of capitalizing on sustainable development opportunities at the national and regional levels, noting that air transport plays a unique and vital role as a development catalyst, and will play an essential role in achieving the goals of African Union's Agenda 2063, the United Nations 2030 Agenda for Sustainable Development, and of the African Continental Free Trade Area (AfCFTA).

ICAO is strongly committed to supporting progress towards these objectives, particularly through its No Country Left Behind (NCLB) initiative, and the ICAO Council President additionally pointed to the significance of the ICAO AFI Plan and AFI SECFAI Plan for safety and security respectively, and to the 2021 ICAO-AFCAC Project Implementation Agreement (PIA).

During his mission to Senegal, the President held a bilateral meeting with Mr. Alioune Sarr, Minister of Tourism and Air Transport of Senegal, which was attended by ICAO's Regional Directors of Western and Central Africa (WACAF) and Eastern and Southern Africa (ESAF), Mr. Proper Zo'o-Minto'o and Mr. Barry Kashambo, respectively. The President expressed ICAO's gratitude for Senegal's contributions towards ICAO's objectives regionally and globally, including through its hosting of ICAO's WACAF Regional Office. He also visited the new United Nations complex currently being constructed by Senegal, where ICAO's WACAF team will eventually reside.

Credit: ICAO

AFRICA AIRFORCE FORUM

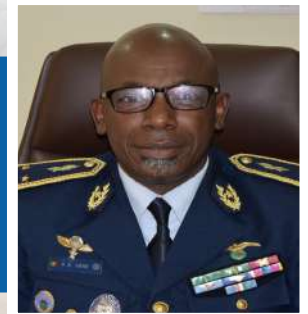
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- ✓ **40+** Countries represented



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The Africa Air Force Forum hosted by the Senegal Air Force, will feature bespoke networking exercises and interactive platforms for the region's Air Force leadership and global solution providers to enhance collaborative approaches to combat regional security challenges.

Why Senegal?

Senegal's Air Force is currently enhancing their fleet capabilities to support regional counterinsurgency and counterterrorism operations. In addition to the transnational conflicts, Senegal will begin oil exploration in 2023 and will require extensive air support to safeguard the new offshore oil and gas assets. Due to this, AAF will reveal the Air Forces commitment to regional security through shortlisting of suppliers and providing an essential platform for Africa's aerospace community to convene to progress coordination.

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About The African Civil Aviation Commission (AFCAC)



The African Civil Aviation Commission (AFCAC) is an agency of the African Union headquartered in Dakar. Its purpose is to develop and regulate civil aviation in Africa.

AFCAC was founded as a specialised agency of the Organisation of African Unity on 17 January 1969. The Yamoussoukro Decision was written in 1999 and became binding in 2002. AFCAC is now the executing agency of the Single African Air Transport Market, which implements the Yamoussoukro Decision. Its cooperation with the International Civil Aviation Organization includes promoting the application of ICAO's Standards and Recommended Practices.

The agency receives administrative and financial assistance from ICAO and has also gotten funding from the African Development Bank.

AFCAC Objectives

From inception, AFCAC was technically, administratively and financially managed by ICAO through African member State's contributions. AFCAC became autonomous from ICAO management on 1st January 2007.

- Coordinating civil aviation matters in Africa and cooperating with ICAO and all other relevant organizations and other bodies which are involved in the promotion and development of civil aviation.
- Facilitating, coordinating and ensuring the successful implementation of the Yamoussoukro Decision by supervising and managing Africa's liberalized air transport industry.
- Formulating and enforcing appropriate rules and regulations that give fair and equal opportunity to all stakeholders and promote fair competition.
- Promoting understanding on policy matters between its Member States and States in other parts of the world.
- Fostering inter alia, the implementation of ICAO Standards and recommended Practices for the safety, security, environmental protection and regulatory of the aviation sector.
- Ensuring adherence to and implementation of Decisions of the Executive Council and Assembly. As of 2015 many states did not pay their membership dues and 90 % of AFCAC's income was spent on salaries and administrative costs.

www.afcac.org

ICAO Regional Safety Oversight Organisations in Africa (RSOOS)

The International Civil Aviation Organization (ICAO) has Regional Safety Oversight Organizations (RSOOs) in Africa, through which groups of States can collaborate and share resources to improve their safety oversight capabilities. RSOOs play an important role by supporting the establishment and operation of a performance-based safety system by analyzing safety information and hazards to aviation at a regional level plus reviewing the action plans developed within the region. These include;



SASO

SADC Aviation Safety Organisation

The aim of SADC Aviation Safety Organisation (SASO), established under the Principle of Subsidiarity, is to promote the safe and efficient use and development of civil aviation within the SADC Region. SASO Secretariat is a legal entity hosted by and observing the laws of the Kingdom of Swaziland. The principle of subsidiarity, approved by the SADC Council of Ministers at its meeting held in Grand Baie, Mauritius, in August 2004, is a cost-effective means that promotes accountability and sustainability. It is in line with the SADC Treaty, which provides for the involvement of the people of the SADC Region and key stakeholders in the process of regional integration.

Member states

- Angola
- Botswana
- DRC
- Lesotho
- Madagascar
- Malawi
- Mauritius
- Mozambique
- Seychelles
- South Africa
- Swaziland
- Tanzania
- Zambia
- Zimbabwe
- Namibia



AAMAC

African Authorities and Malagasy Civil Aviation

By treaty dated January 20, 2012, signed in Ndjamena between the 17 African and Malagasy States members of ASECNA: creation of an international organization for the coordination and supervision of civil aviation safety, called "African Authorities and Malagasy Civil Aviation" abbreviated as "AAMAC". (Article 2 of the Treaty). The AAMACs, public establishments endowed with international legal personality, have as organs the Council, the Executive Secretariat and any other whose creation may be necessary for the accomplishment of its missions.

Member states

- Guinea-Bissau
- Equatorial Guinea
- Madagascar
- Mali
- Mauritania
- Niger
- Senegal
- Togo
- Central African Republic
- Benin
- Burkina Faso
- Cameroon
- Chad
- Comoros
- Cote D'Ivoire
- Gabon

CASSOA

Civil Aviation Safety and Security Oversight Agency



Mandate

The Agency derives its mandate from Article 92 of the EAC Treaty which in summary states that the Partner States shall undertake to make air transport services safe, efficient

and profitable; adopt common policies for the development of civil air transport in the region; harmonize civil aviation rules and regulations and coordinate measures and co-operate in the maintenance of high

security.

Member States

- Burundi
- Kenya
- Rwanda
- South Sudan
- Tanzania
- Uganda



ASSAC-AC

Aviation Safety Supervision Agency in Central Africa

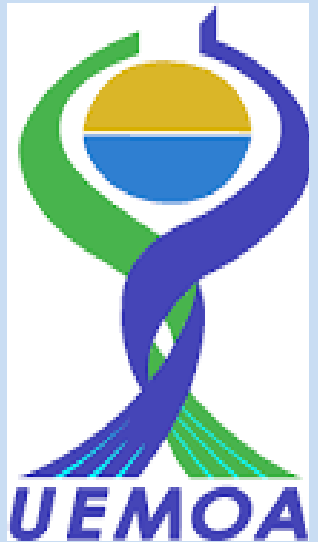
The Central Africa Air Safety Supervision Agency (ASSA-AC), created by Additional Act No. 15/07-CEMAC-162-CCE of April 25, 2007 and established as a Specialized Institution in July 2012 by the Conference of CEMAC Heads of State, is the culmination of the COSCAP CEMAC/Sao Tomé & Príncipe project hosted by Chad from 2008 to 2012.

The main mission of the agency is to contribute to the social and economic development of the

CEMAC States by improving, in all Member States, the safety and efficiency of air transport, by defining and establishing harmonized and applied regulatory processes.

Member States

- Republic of Cameroon
- Republic of Congo
- Gabon
- Chad
- Equatorial Guinea
- Central African Republic



West African Economic and Monetary Union

Resolving regional safety oversight issues and harmonization of regulations

Member States:

- Benin
- Burkina Faso
- Cote d'Ivoire
- Guinea-Bissau
- Mali
- Mauritania
- Niger
- Senegal
- Togo



Banjul Accord Group Aviation Safety Oversight Organization

BAGASOO driven by the mission to promote the highest safety standards among the Banjul Accord Group (BAG).

The mandate is to improve the human capacity of the Member States through training, harmonization of operating procedures and consolidation

of strategic partnerships in order to achieve world-class safety standards in the sub region.

Member states

- Cape Verde
- Gambia
- Ghana
- Sierra Leone
- Guinea
- Liberia
- Nigeria

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COVID 19 TRAVEL REGULATIONS UPDATE



The risk of contracting COVID-19 on a flight is low but there are a few precautions you can take to lower the risk even further

Before heading to the airport ensure;

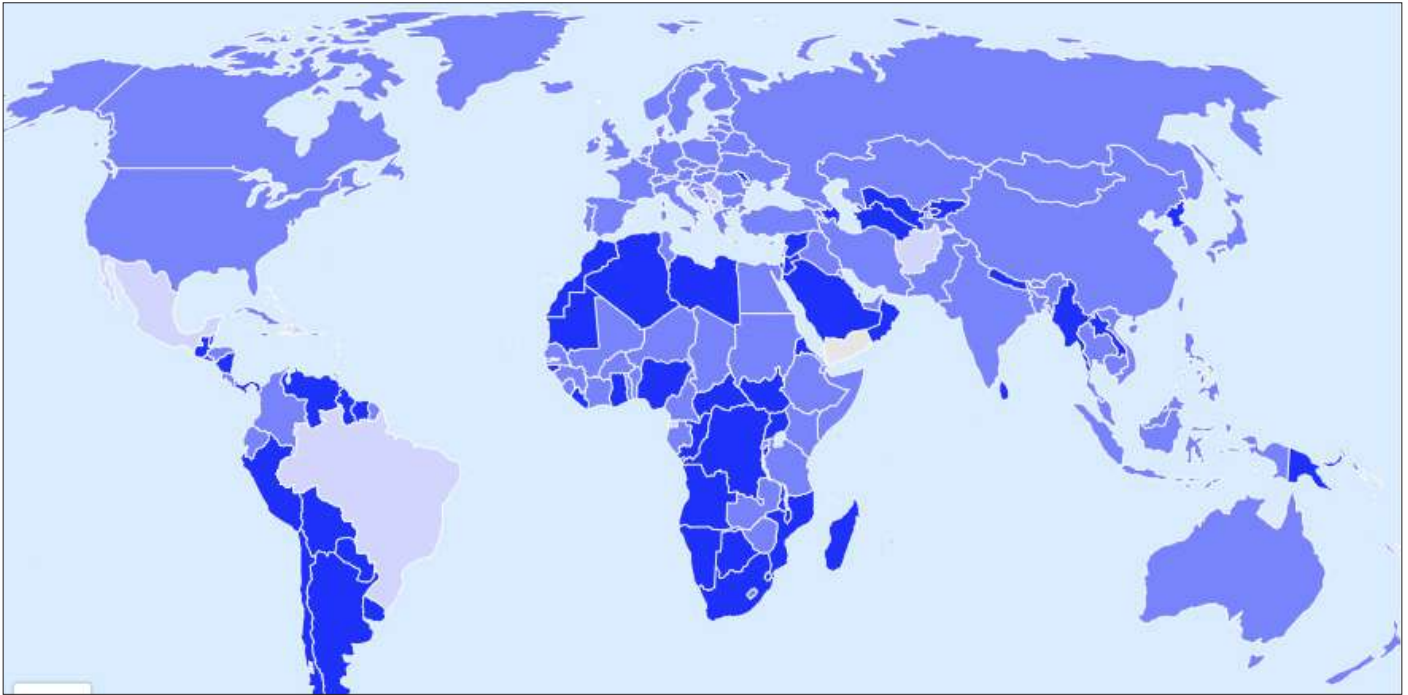
- compliance with testing protocols where applicable
- Do not travel if you have a fever or cough. Seek medical advice if you are unwell
- Perform as many as your travel formalities before heading to the airport. This includes:
- Completing e-VISA or travel authorization, contact and health information declaration as per local regulation
- Check-in online for your flight, and if possible print your bag tags at home
- Ensure you have sufficient masks and hand sanitizer for your entire journey

While at the airport, before departure;

- Wear your mask at all times
- Practice physical distancing wherever possible, including when boarding the aircraft
- Wash or sanitize hands frequently by washing with soap and water or using alcohol-based hand sanitizers
- Avoid touching your eyes, nose or mouth, especially after contact with commonly touched surfaces
- During the flight
- Wear your mask at all times:

- Wear it properly, over your nose and mouth
- Change it when it becomes damp
- Avoid unnecessary movement during the flight. Avoid congregating when waiting to use the toilet
- Inform the crew and seek medical care early if you become sick while traveling
- Wash or sanitize hands frequently by washing with soap and water or using alcohol-based hand sanitizers
- Avoid touching your eyes, nose or mouth, especially after contact with commonly touched surfaces
- Do not rush to disembark from the aircraft after it stops at the parking bay. Do practice the same hand hygiene and physical distancing
- In the arrival lounge
- Wear your face covering or mask at all times
- Practice physical distancing wherever possible, including when at immigration and baggage claim
- Wash, sanitize or clean hands frequently by washing with soap and water or using alcohol-based hand sanitizers
- Avoid touching your eyes, nose or mouth, especially after contact with commonly touched surfaces
- Comply with any local regulations on contact tracing

COVID 19 TRAVEL REGULATIONS MAP **(Powered by Timatic)**



Are you planning to fly soon?

Find all country regulations on tests or vaccine requirements, passport and much more in our [Travel regulations map](#) above. To find out the above information, click on each individual country on the map.

UNITED KINGDOM



Published 18.03.22

COVID 19 Entry regulations lifted on 17 march 2022

SOUTH AFRICA



Published 04.07.22

Passengers and Airline crew are subject to medical screening

THE MAINLAND OF CHINA



Published 05.07.2022

Entry by foreign nationals holding a visa is suspended.

This does not apply to: foreign nationals with a visa issued after 28 March 2020; foreign nationals with a diplomatic, service, courtesy or C visa.

UNITED STATES OF AMERICA

Passengers entering or transiting through the USA must have a COVID-19 vaccination certificate showing that they were fully vaccinated at least 15 days (day of vaccination + 14 days) before arrival. Passenger details (e.g., name and date of birth) in the certificate must match those stated in the passport/travel document. Vaccines accepted are: straZeneca (SK Bioscience), AstraZeneca (Vaxzevria), CanSinoBIO (Convidecia), Covaxin,



Covishield, Covovax, Janssen, Moderna (Spikevax), Nuvaxovid (Novavax), Pfizer-BioNTech (Comirnaty), Sinopharm (BIBP) and Sinovac. A combination of these vaccines is accepted if administered at least 17 days apart.

DUBAI (UNITED ARAB EMIRATES)



Published 11.07.2022

1. The following passengers are allowed to enter:

- nationals and residents of United Arab Emirates;
- domestic workers who are traveling with the sponsor or with the first degree family members of the sponsor;
- passengers with an entry permit issued by United Arab Emirates;
- passengers traveling as tourists to Abu Dhabi (AUH), Dubai (DXB), Ras-al-Khaima (RKT) or Sharjah (SHJ) with a return/onward ticket;
- passengers traveling to Abu Dhabi (AUH) with a pre-arranged visa issued by Abu Dhabi;
- nationals and residents of Bahrain, Kuwait, Oman, Qatar and Saudi Arabia.

GERMANY

Published 13.06.2022

Passengers arriving from China (People's Rep.) are not allowed to enter.

This does not apply to:

- nationals and residents of Germany;
- nationals of Andorra, Monaco, San Marino, Switzerland, Vatican City (Holy See) and EEA Member States;
- immediate family members of nationals of EEA Member States and Switzerland. They must present proof of their family relationship;
- immediate family members of residents of Germany. They must present proof of their family relationship;
- passengers with a residence permit issued by Andorra, Monaco, San Marino, Switzerland, Vatican City (Holy See) or an EEA Member State;
- British nationals with a residence permit issued by Germany before 31 December 2020;



- passengers with a long term "D" visa issued by an EEA Member State or Switzerland;
- residents of Chinese Taipei, Hong Kong (SAR China), Indonesia, Korea (Rep.), Macao (SAR China), and New Zealand. They must have been living in the residence country in the past 6 months;
- military personnel;
- merchant seamen;
- students;
- unmarried partners of residents of Germany. They must have a written invitation and a copy of the identity document of the resident in Germany. They must also have a declaration and be able to present proof of their relationship.

SAUDI ARABIA



Published 11.07.2022

1. The following passengers are allowed to enter.

- nationals and residents of Saudi Arabia;
- first degree family members of nationals of Saudi Arabia;
- nationals of Bahrain, Kuwait, Oman, Qatar and United Arab Emirates;
- passengers with an exit/entry, residence, tourist, visit or work visa issued by Saudi Arabia;



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THE REBIRTH OF NIGERIA AIR



After nearly 20 years without a national carrier, Nigeria is set to resolve this impasse

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



It's utterly incomprehensible how Nigeria, the economic powerhouse of West Africa, with a population of over 200 million people, a rising middle class with a propensity to fly and its geographical accessibility in Africa, does not have a flag-carrying airline.

Nigerian National carrier Nigeria Airways which was founded on 23rd August 1958 after the dissolution of West African Airways Corporation (WAAC) ceased operations in 2003 and the government has not owned a national airline since then.

This current impasse facing the airline is however soon getting resolved. Nigeria's Infrastructure Concession Regulatory Commission (ICRC) announced plans to get Nigeria Air operational by June 2023 after initial plans to launch in April 2022 stalled.

President Muhammadu Buhari gave presidential approval to the new

deadline, promising that the airline would be operational by the time his Presidency ends on May 29th, 2023. This pledge however remains to be realized. The planned new national airline, to be known as Nigeria Air, also had a stuttering start. Announced at the 2018 Farnborough International Airshow in the UK, within two months the government in Abuja had taken the plan off the table, apparently because of disagreements within the administration over whether to use public funds to set it up.

One of the biggest problems among national carriers in Africa is that governments typically hold the majority stake in the airlines and/or interfere in their running. Notably, one of the few state-owned airlines on the continent to make a consistent profit, Ethiopian Airlines, does so at least partly because the country's government does not involve itself in the company's day-to-day operations.

South Africa's national airline, South African Airways (SAA) for example is to be sold off to the private sector Takatso Consortium which will rewind all financial obligations the company had to the state after the transfer of control to Takatso Consortium. Nigeria aims for that same situation with its new national carrier. Aviation Minister, Hadi Sirika, said the government would source a strategic partner via a procurement process to take a 49% stake in the new carrier, while local entrepreneurs would hold a 46% stake, in an arrangement known as a public private partnership (PPP).

The just published request for proposals (RFP) aims to select a consortium of a Nigerian investor group paired with an international airline. The Nigerian Government will retain 5% of the carrier.

The launch of Nigeria Air is managed by a team of seasoned aviation experts headed by Professor Captain Tilmann Gabriel, the project leader and transaction advisor to the Nigerian Government for the business plan and start-up of the national airline Nigeria Air.

Professor Tilmann gave reassurances how they have many examples of many public private partnership projects in place. It is understood that operations will begin with three wet-leased aircraft. Subsequently, the airline's business case is based on 14 single-aisle and 13 twin-aisle aircraft in the first five years of operations.

Discussions with several manufacturers are ongoing. The initial wet-lease services will be conducted with A320s, but either Boeing or Airbus may be called on for the airline's expansion. Talks have taken place with both OEMs over availabilities for a fast-track expansion.

Capt. Tilmann noted that the small initial fleet means that the airline will initially operate domestic, and will be based at Abuja Airport and its initial route will be Abuja-Lagos, linking the country's two most important cities. Abuja Airport will also play a role in developing a Nigerian aviation eco-system, an 'aerotropolis' with a free trade zone, including the new African Aviation & Aerospace University.

Domestic services will be followed by flights to neighbouring countries before long-haul services begin. Progress will depend on having "a significant single-aisle fleet" to fly internal and regional sectors.

The aim is to grow the airline slowly and steadily, said Capt. Tilmann noting that it's a very clear business case that is built on facts and reality. To



start International flying, one must have domestic connections, an IOSA audit, and all the credibility and to go to Europe for example, one must get approval from the European Aviation Safety Agency (EASA)

With this in mind, the Nigerian Civil Aviation Authority (NCAA) regulatory agency and its director-general, Captain Musa Shuaibu Nuhu, have adopted EASA regulations, which has an effect on Nigerian airlines and their compliance with these International standards.

To improve the country's aviation infrastructure, a new maintenance, repair and overhaul (MRO) organization and an aircraft leasing company are two further PPP projects on Sirika's agenda. It is understood that preferred bidders for these have been chosen and will shortly be approved by the Federal Executive Council.

During Hadi Sirika's term as minister of aviation, the number of passengers grew from 8 to 18 million in 2019, before COVID-19 brought this progress to a halt. However, this year the 18 million is expected to be reached again and probably exceeded.

Domestic flying in Nigeria is growing, but some routes are currently served only once or twice a week. Additionally, a lack of punctuality and reliability among existing carriers means that too many passengers currently spend too much time hanging around at airports or on board aircraft. The domestic passenger flows at both Lagos and Abuja need to be improved.

To revamp and revitalize the national career of the West African power house, Nigeria needs to learn from past mistakes and iron out strategic loopholes that once befell the Airways. Nigerians ought to see a revamped, punctual and reliable career that is well aligned with the 21st century aviation technology to best serve Africa's largest population.



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By Harriet Jamesevans
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UNA GERTRUDE ODHIAMBO

Flight dispatcher and Co-founder women in aviation Kenya Chapter.

UNA GERTRUDE ODHIAMBO is a flight dispatcher and co-founder Women in Aviation Kenya Chapter. She is also a member of IFALDA, KAFDA and doubles as Operations Manager at Airkenya Express Ltd and boasts of 14 years' experience in aviation. Gertrude graduated with BBM in Aviation Management and also mentors young girls in Aviation.



Briefly describe your journey into aviation?

My journey onwards to aviation was not by default. My parents knew that I was cut for computer science and nothing else. I had to venture first into selling groceries with my sister as I waited for my fate as my dad did not believe in my career choice and worse could not pay my school fees. After a computer science trip at Eldoret International Airport, I saw cargo planes parked and instead of concentrating on what took me there mainframe computers, I got totally sold out to advance my career into aviation. At the time I was not sure of what discipline to pursue.

I'm forever grateful to my sister Patricia for holding my hands because while selling groceries she came across some computer scholarship application that would see me win the scholarship to study computer programming and networking at IAT. Meanwhile, my parents offered to pay my school fees to pursue computer science degree but after a long thought I opted to hunt for an aviation school. I ended up at Skypath Aviation at Wilson Airport.

What is the good and challenging bit about your job?

The great bit is that my mind is always actively thinking on better and efficient ways to operate. I do not lose my situation awareness and consider every minute to be an asset. This consequently makes me active physically and mentally and it feels great to be of service.

The challenges in my job are when the flights get delayed due to bad weather resulting in airport closure or technical. Sometimes flights have to be rerouted, diverted or even cancelled.

What does one need to be a great flight dispatcher?

Integrity - Honesty is paramount. No assumptions should be made. Anything can go wrong if information is withheld by omission. Always have a check list. One must also be a keen listener, have great communication skills, critical thinker, negotiator, assertive, calm as well as a great team leader.

What has changed since you joined the industry?

At the time there were a few women in Aviation. I



remember we were only two ladies in my dispatch class at Skypath Aviation but the great thing is that employment was readily available. I got my first job in Tanzania at Coastal Aviation and I was quite young amongst many men. So I became passionate during my time in Moi University to mentor young girls in Aviation and students to network with aviation professionals. I met a friend at campus Fiona Omondi who's the co-founder of Women in Aviation - Kenya Chapter to ensure that women have opportunities in aviation/aerospace. We have collaborated with players in the industry to expose young girls in the aviation industry through Girls in Aviation Day annual event and stem. We have seen the industry create more equitable opportunities. A lot still needs to be done in terms of training to close in the gap.

How did the pandemic period affect your work?

The pandemic period affected me tremendously. From a high to low and then from having a fast life to now no movement at all. Life is a busy one as a flight dispatcher the environment I work in is quite busy especially during peak season. Grounding aircraft and staff was alarming to the least since it had not happened before. The pandemic resulted in the Industry shutting down, costing lots of loses in billions of dollars. You can imagine having no income for months. Staff furloughed, salary reductions, retrenchments etc. The whole world just shut down. It was sad and somber to think the least.

How is the industry fairing on at the moment?

We've seen lots of innovations from airlines like airlines diversifying their services passenger freighters, drone operations. I'm also a licensed drone operator and this is also another space that's opening up especially for the youth. Passengers have confidence in flying with the vaccination certs and reduced demands of PCR certs from most countries. It is a relief after many months of hope. We have also seen the domestic market open up with lots of travel.

What needs to change in the aviation industry?

IATA should do more in bringing continents together through agreements that will see passengers travel with limited restrictions.

What inspired you to start the women in aviation-Kenya Chapter?

Fiona Omondi and I are the co-founders of Women in Aviation - Kenya Chapter. It all began in campus in 2011 when we were in 4th year. We wanted to impact the society by mentoring young girls while at the same time interacting with professionals in the industry. Fiona was already a member of WAI and therefore it was easy for us to initiate communication with the international organization. We have in the years worked with KCAA, EASA, KAA, KQ, AIRKENYA and various primary and high schools in outreach and mentorship programs. So far we've had mentees who have joined the aviation industry in various disciplines.



What are some of the challenges facing women in the industry that your organization is tackling?

A lot still needs to be done as Aviation courses are not affordable. We are working on ways we can partner with institutions in sponsorship programs and also STEM camps that will enable the young girls to understand the industry while working on their dreams at an early age. We are still far from achieving the target of women in Aviation. I feel like resources needs to be pumped in training. It is quite pricey even knowing IATA/ICAO tends to have discounts for women. The government, especially the Ministry of Tourism as well as Transport needs to support the initiative.

How many women have joined so far and what have they gained by becoming members?

Locally we have quite a number of active members. We are working on the visibility and as you may already know, people want to belong where there are fringe benefits. To join the local chapter you must first be an active member in WAI. One of the benefits as an international member you get to apply for scholarships in various disciplines. We have had members win scholarships abroad in the USA. WAI is a good vehicle for professionals to give back to the young girls who are already dreaming but have no platforms of mentorship. The professionals can volunteer as mentors, network among other professionals or even apply for international scholarships for career progression.

What legacy would you like to leave?

As a climate change enthusiast, I would love to impact change in aviation by coming up with simple ways of recycling, reusing and reducing waste in my village. This I know, will improve their livelihoods by advocating for alternative gases and embracing solar lighting.



Did you know?

Interesting aviation facts



- **Auckland to Doha on Qatar Airways is the world's longest flight by distance at 14,525 kilometers.**
- **Singapore Airlines spends approximately \$700 million on food every year and \$16 million on wine.**
- **In 1987 American Airlines saved \$40,000 by removing one olive from each salad served in first class.**
- **An aircraft takes off or lands every 37 seconds at Chicago O'Hare's International Airport.**
- **The Boeing 747 wing-span (195 feet) is longer than the Wright Brothers first flight of 120ft.**
- **The 747 family has flown more than 5.6 billion people - equivalent to 80% of the world's population.**
- **The longest flight in the world takes 18 hours 38 minutes**
- **The largest building in the world is an aircraft-production factory**
- **Aeroplane's are lightning resistant**
- **Flying changes your taste buds**
- **Over 1.5 litres of your body's water is lost each long-haul flight**
- **The Boeing 747 Has Six Million Parts**
- **Each engine on a Boeing 747 weighs almost 9,500 pounds**



Aviation development Africa 2022 review

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



The Aviadev Africa 2022 conference hosted by AviadevAfrica, Cape Town Air Access (Powered by Wesgro), and South Africa Tourism kicked off in the coastal city of Cape Town in South Africa. The event that took place between the 29th of June and 1st of July, featured a series of guest speakers from the continent and beyond as well as airlines across the continent at the Century City Conference Center.

The event further brought in key players in the aviation industry such as Boeing, Embraer, and Airbus. The event kicked off with the welcoming speech by Aviadev founder Jon Powell. Among the other key speakers was Alderman James Vos, the Mayoral Committee Member for Economic Opportunities and Asset management in the city of Cape, Mireille Wenger, the Western Cape Provincial Minister of Finance and Economic

Opportunities, and Wrenelle Stander, the CEO of Wesgro.

Post-Pandemic Africa, Panel Discussions

The panel discussions were opened by Daniel Silke, the director of Political Futures Consulting who gave a presentation on the opportunities and challenges for the continent. While speaking, he highlighted some of the challenges that are facing the aviation industry in Africa including the stringent visa regimes, government interference, and the lack of capital faced by many of the entities. Through the combination of political and aviation factors, Daniel was able to highlight the essence of government and private corporations to build the industry on the continent.

The first panel discussion, moderated by Girma Wake, included the various heads of Ethiopian Airlines, Asky



that sees- the partnership focus on having a Western African Airline join as well as any other airline in the continent that intended to join.

It was highlighted that the purpose of such an alliance was to create a foundation for airlines in the continent to work together. Other case studies were given by the panelists, such as the Asky-Ethiopian Airlines Corporation that has seen the shared resources between the airlines that have resulted in more connectivity to the United States, East, and West Africa.

The panelists further discussed the importance of transparency in the formation of partnerships, as was highlighted by the Commercial Director of Air Botswana, Mr. Getaneh WoldeMichael. The aspect of private investment through banks was seen as an enhancement to the long-term growth and the separation of the role of the government in the running of the airline, which Girma Wake regarded as 'shedding of government baggage'

Cargo & Route Development, Roundtable Talks.

In the cargo and route development panel, featuring Astral Aviation, Kenya Airways, Wesgro, and Ravinala Airports heads. Astral Aviation CEO Sanjeev Ghadia highlighted how the crisis in China due to the covid-19 restrictions in the country, is hampering the operations of the airline.

This is as he highlighted the supply chain deficit that is occurring in their air freight industry that has seen an increase in operation costs, such that, a 30-35% increase (2,000USD) was noted as a result of the supply chain issue. Furthermore, with 55% of their operational costs going to fuel, the airline insists that the crisis shall remain for a while, however, remains hopeful that it shall soon improve. The airline further expressed its ambitions, as they expect to receive 25 new aircraft between 2023 and 2026 consisting of the Boeing 767,777 and the Airbus A330-200 freighter aircraft. The investment of drones also remains in the strategic growth for the airline, where they

Airlines, and Air Botswana and focused on the creation and building of profitable, sustainable, and equitable airline partnerships.

The discussion arose from the increasing trends that have seen airlines interlining and cooperating and were set to answer how these airlines are faring, and the pitfalls to avoid. South African Airways' Chief Operating Officer Simon Newton-Smith, highlighted the importance of long-term partnerships as a key strategy for the post-pandemic recovery and added the intention of creating a Pan-African airline with Kenya Airways



intend to acquire drones that can carry 100kgs of cargo and travel over a distance of 2,000km to cover destinations that require essential items such as aid and also have insecurity.

Martin Gitonga, Head of Route Planning and Alliances of Kenya Airways, highlighted the airline's intention to convert their freighter aircraft into a mixed configuration, as they continue to see an increase in passenger numbers traveling with the airline.

Also, he highlighted Accra as the strongest route of the airline, and their intention to launch the Johannesburg-Antananarivo route as part of their joint venture with South African Airways. Roundtable talks were held, hosted by Airspace Africa's Derek Nseko and Simple



Flying's Joanna Bailey that saw discussions of the most suitable aircraft for Africa and the opportunities that African Airlines have in the continent.

In the discussion, Boeing's META President, Kuljit Ghata-Aura emphasized the responsibility of the OEMs in advising the airlines on their suitable aircraft. This is because several factors are often considered when advising the 55 countries in the continent including issues such as costs of operation, trade in the region, relationships between the regions, and

legal documents such as SAATM.

Conclusion of Conference

Other presentations were noted, including the AviaDev Ambassadors and the financing of African airlines. The conference concluded with the Ato Girma award, which was presented to the CEO of Astral Aviation, Sanjeev Ghadia for his contribution to the Aviation industry in Africa through the cargo sector and was presented to him by the Chairperson of Ethiopian Airlines, Girma Wake.

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The image shows a large, modern exhibition booth for Roketsan at the Africa Aerospace & Defence (AAD) 2022 show. The booth features a prominent 'roketsan' logo in large, illuminated letters. A large screen displays a missile launch, with the text 'HİSAR Air Defense Missile' below it. A circular logo for 'AFRICA AEROSPACE & DEFENCE 21-25 SEPT 2022' is visible on the left. Several people are seen interacting with the booth's displays. A red banner at the top right contains the hashtag '#AAD2022'. A dark blue banner at the bottom right contains the text 'BOOK YOUR SPACE NOW! LIMITED AVAILABILITY'.



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Dubai Harbour-UAE

WHY EXHIBIT

The advertisement for the International Civil and Military Helicopter Technology & Operations Conference & Exhibition features a background image of a military helicopter. The text is arranged in a structured layout with dates, event name, location, and a call to action.



SUSTAINABLE AVIATION FUEL A CATALYST TO CLEAN AVIATION

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

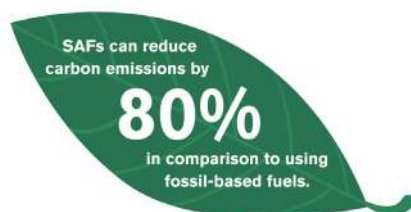
Sustainable Aviation Fuel (SAF) is a biofuel used to power aircraft that has similar properties to conventional jet fuel but with a smaller carbon footprint. SAF is produced from sustainable feedstocks and is very similar in its chemistry to traditional fossil jet fuel.

Using SAF results in a reduction in carbon emissions compared to the traditional jet fuel it replaces over the lifecycle of the fuel. Some typical feedstocks used are cooking oil and other non-palm waste oils from animals or plants; solid waste from homes and

businesses, such as packaging, paper, textiles, and food scraps that would otherwise go to landfill or incineration.

Other potential sources include forestry waste, such as waste wood, and energy crops, including fast growing plants and algae.

Sustainable Aviation Fuel has the potential to significantly reduce carbon emissions for a greener future. The clean skies for tomorrow coalition provides a platform for industry stakeholders to align on a transition to sustainable aviation fuel. Almost 100





companies are working together to power global aviation with 10% sustainable aviation fuel by the year 2030.

Why SAF is Important?

Jet fuel packs a lot of energy for its weight and it is this energy density that has really enabled commercial flight. Today, there aren't any other viable options for transporting groups of people quickly over very long distances, so we're dependent on this type of fuel in aviation. A return flight between London and San Francisco has a carbon footprint per economy ticket of nearly 1 tonne of CO₂e. With the aviation industry expected to double to over 8 billion passengers by 2050, it is essential that we act to reduce aviation's carbon emissions and SAF is one way of achieving that.

Sustainable Aviation Fuel made from renewable sources can help them cut emissions by up to 80%. Airlines are already using SAF for passenger flights in the US and some are testing SAF in large aircraft in Europe.

Safety & Suitability

SAF can be blended at up to 50% with traditional jet fuel and all quality tests are completed as per a traditional jet fuel. The blend is then re-certified as Jet A or Jet A-1. It can be handled in the same way as traditional jet fuel, so no

changes are required in the fuelling infrastructure or for an aircraft wanting to use SAF. Any aircraft certified for using the current specification of jet fuel can use SAF.

Cost comparison with traditional Jet fuel

SAF is currently more costly than traditional fossil jet fuel. That's down to a combination of the current availability of sustainable feedstocks and the continuing development



of new production technologies. As the technology matures it will become more efficient and so the expectation is that it will become less costly for customers. Increased uptake of SAF is being seen as passengers increasingly recognize and value the benefits of the emission reductions.

Is SAF a Key to greener Aviation?

SAF can drop straight into existing infrastructure and aircraft. It has the potential to provide a lifecycle carbon reduction of up to 80% compared to the traditional jet fuel it replaces. SAF will play a really important role in meeting the aviation industry's carbon reduction targets, however, all the options need to be used in order to reduce carbon that we have available. There are several broad opportunities for carbon reduction across the industry such as more efficient aircraft design, smarter operations and the development of future technologies like electrification.

How can SAF growth be accelerated?

There is real commitment from the industry to reduce carbon emissions, but governments also need to create the right policies to accelerate the growth of SAF. Increasing production requires long-term policy certainty to reduce investment risks, as well as a focus on the research, development and commercialization of improved production technologies and innovative sustainable feedstocks.

On an individual level, some airlines are now providing passengers and corporate customers with the option to fund the use of SAF in order to reduce emissions associated with your ticket, and these are really positive initiatives.

The key to greater acceptance and deployment of SAF is reduction in costs. Over the long term, that will require investment in advanced technologies to process feedstocks more efficiently at greater scale and investment in the development of sustainable and scalable feedstock options. However, in the short-term, interim support



from governments and other stakeholders through policy incentives is needed. This support needs to be part of a long-term framework to give investors the confidence to make the big investments required to grow supply.

Sustainable aviation fuel presents important market opportunities for capital providers, with the global volume estimated to reach \$600 billion by 2050. Therefore, the transition to SAF requires shifting investment into innovative financing models for new green tech and mobilizing the purchase of SAF by companies and travelers who will cover the additional cost of flying using sustainable fuels for their corporate travel. Several global companies such as Deloitte, Duetsche Post DHL, Microsoft, VISA, and Sales force implementing aggressive decarbonization strategies have already completed significant transactions with airlines to purchase SAF for their corporate travel.



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FARNBOROUGH INTERNATIONAL

AIRSHOW

18-22 JULY 2022

REVIEW

Farnborough International Airshow returned on 18-22 July 2022 to reconnect with Aviation Industry leaders around the world to enable business growth and recovery.

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

Farnborough International Airshow returned on 18-22 July 2022 to reconnect with Aviation Industry leaders around the world to enable business growth and recovery.

Farnborough Air show hosted leading innovators from the aerospace, aviation and defense industries and beyond. It was unprecedented opportunity to reconnect businesses from across the globe which came together to embark on ground-breaking collaboration and partnership.

The Farnborough International Airshow hosted at the Farnborough International Exhibition & Conference Centre located in south-west of London hosted over 1500 exhibitors from 48 countries of which 70% of the exhibitors were from outside the United Kingdom, 156 civil and Civil and Military delegations, 80,000 visitors from 96 countries and the show attracted US \$192 Billion in deals. An impressive display of



commercial, military, and business and general aviation aircraft lined the side of the Farnborough runway, many with GE technology onboard. A focus on decarbonization was evident at this year's show as the industry aims to reach net zero carbon emissions by 2050.

CFM International, a 50-50 joint company between GE and Safran Aircraft Engines, and Airbus announced a collaboration to flight test CFM's cutting-edge open fan engine architecture. GE also announced it completed the world's first test of a

megawatt-class and multi-kilovolt hybrid electric propulsion system in altitude conditions that simulate single-aisle commercial flight.

Not to be overlooked is the number of deals made during the show, signaling the continued progress that commercial aviation has made since the lows of the pandemic. GE and CFM received orders for 338 engines during the show and multiple service deal announcements. The Farnborough Airshow event saw big companies such as Boeing releasing a new market outlook that projects operators ordering more than 40,000



new commercial airplanes over the next 20 years.

Digitalization giant company Leonardo showcased leading edge and breakthrough technologies based on the synergy between skills and infrastructure through HPC davinci-1 being the backbone of the activities of the 11 Leonardo Labs. Leonardo's Pavilion at the Air Show event showcased the increasing use of digital twin technology using data from the real world and data produced by simulating operative scenarios in all domains to model the behavior of products which is helping to transform the way the company develops its products.

Sean Bradshaw, Pratt & Whitney technical fellow for Sustainable Propulsion, provided an in-depth review of the company's pathway to net zero, including the latest propulsion technology, the role of fuel, and a viable timeline for sustainable aviation.

Expleo, a global engineering, technology and consulting service Provider company explored the 5Cs of change underpinning aerospace transformation. The 5Cs Expleo explored included; Culture, Collaboration, Cross Fertilization, Connectivity and Competence. Expleo launched its latest report into the challenges and opportunities facing the industry today under the theme "The future of airspace, now" Teijin, the number one company in Aramid and Carbon technology that specialize in the fiber materials that sustain the top performance and safety of aerospace applications as well as across a wide



range of applications presented their latest innovations in performance fibers and composites. The company showcased their new advances in their technology which included;

- Aramid honeycomb – the extra-light and super-strong way to make panels for floors, walls, and other components.
- Fire-resistant panels – lightweight, world-class fire resistance where it's needed most.
- Ballistic panels – high-strength, impact-resistant protective components for cabin armor.
- Our latest Tenax® thermoplastics.
- Tenax® Thermosets.
- Tenax® Dry Reinforcemene.

Some of the deals signed at the Farnborough Air show

Lufthansa Signed order for GE9X, GE90 Engines to Power Cargo Fleet.

Lufthansa Group announced an order for a combined total of 18 GE9X and GE90 engines to power its fleet of long-haul Boeing 777 freight aircraft.

CFM and Delta TechOps Expand LEAP Open MRO Network

Delta TechOps signed a CFM Branded Service Agreement (CBSA) to support LEAP-1B engines. Under the terms of the CBSA, Delta become part of CFM's maintenance, repair, and overhaul (MRO) network for LEAP-1B engines.

Delta Announced order for 200 LEAP-1B Engines to Power New Fleet of Boeing 737-10 Aircraft.

Delta Air Lines ordered CFM International LEAP-1B engines to power its new fleet of Boeing 737 10 aircraft. The order included additional spare engines and an option to purchase up to 60 additional engines.

GE and BAE Systems Collaborated to Explore Next Generation Adaptive Power Systems for Combat Air Application.

BAE Systems and GE announced a technical collaboration to explore next generation adaptive power management systems in the Combat Air domain. GE has been a major supplier to BAE Systems on Typhoon since its inception, providing cockpit displays and fuel system equipment from

their Cheltenham facility in the UK. Since entry-into-service in 2004, some 680 aircraft have been sold to nine nations across the globe.

Safair Extends GE TrueChoice Overhaul Agreement for CFM56 Engines. Safair Operations Pty Ltd. signed a five-year agreement to extend its TrueChoice Overhaul service with GE for the maintenance, repair and overhaul of CFM56-7B* engines that power FlySafair's fleet of Boeing 737-800 aircraft. Safair is extending its TrueChoice contract signed in 2019. The new agreement covers maintenance of its entire CFM56-7B engine fleet until 2027.

Airbus and CFM International Launched a Flight Test Demonstrator for Advanced Open Fan Architecture.

Airbus and CFM International test flight will test CFM's cutting-edge open fan engine architecture. The Flight Test Demonstrator aims to mature and accelerate the development of advanced propulsion technologies, as part of CFM's Revolutionary Innovation for Sustainable Engine (RISE) demonstration program, on board an Airbus A380. The flight test campaign will be performed in the second half of this decade from the Airbus Flight Test facility in Toulouse, France.

CFM Confirms easyJet Selection of a Further 112 LEAP-1A Engines to Power its A320neo Family Fleet.

CFM International announced that leading European airline easyJet extended its selection agreement for LEAP-1A engines, to power the 56 Airbus A320neo family aircraft planned to be delivered between 2026 and 2028, bringing easyJet's total A320neo family order commitment to 227.

Korean Air, GE Sign Five-Year GE90 Materials Service Agreement.

Korean Air signed a five-year TrueChoice™ Material Service Agreement with GE for spare parts, component repair, and used serviceable part upgrades for GE90-115B engines. Korean Air, a major global airline serving 120 cities in 43 countries, operates a fleet of 154 of the latest Boeing and Airbus aircraft, including the GE90-powered Boeing 777.

CemAir Ordered Six CF34 Engines to Power its Expanding Fleet.

CemAir ordered six new CF34-3B spare engines to power its fleet of Bombardier CRJ 100/200 LR aircraft. The Johannesburg-based company currently owns and operates a fleet of 12 CRJ 100/200 LR airliners.



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 **EMBRAER**

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Air Lease Corporation Selects Pratt & Whitney GTF™ Engines

By Oscar Ssemawere
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Pratt & Whitney announced that leading aircraft leasing company Air Lease Corporation (ALC) has selected GTF engines to power 80 firm A320neo family aircraft, as well as 76 firm and 10 option GTF-powered A220 aircraft. This brings ALC's total to date to 222 firm and 10 option GTF-powered aircraft.

"ALC is continuing to foster our fleet's growth in 2022 and beyond," said John Plueger, chief executive officer at ALC. "We are pleased to add more GTF-powered aircraft to our fleet, which offer our customers world-class operating economics and dependability."

ALC owns, manages and has on order more than 275 aircraft powered by Pratt & Whitney, including Airbus A220 and A320neo families with GTF engines, Airbus A320ceo family with V2500® engines and Airbus A330 family aircraft with PW4000 engines. ALC serves over 110 customers in approximately 70 countries with dynamic fleet solutions.

"Pratt & Whitney and ALC have a long, collaborative history," said Rick Deurloo, president, commercial engines and chief commercial officer at Pratt & Whitney. "With



increasing fuel and commodity prices and growing concerns about climate change, the GTF leads the pack on fuel efficiency, emissions and noise. These GTF-powered aircraft will help ALC's customers lower their operating costs and environmental footprint, and we look forward to working with them for years to come."

The Pratt & Whitney GTF™ engine is the only geared propulsion system delivering industry-leading sustainability benefits and dependable, world-class operating costs. It is the only engine that powers both modern single-aisle aircraft platforms from Airbus: the A220 and A320neo families.

GTF-powered aircraft reduce fuel consumption and CO2 emissions by 16% to 20%, NOx emissions by 50% and noise footprint by 75%*. Certified for operation on 50% sustainable aviation fuel (SAF) and successfully tested on 100% SAF, the engines are capable of further reductions in carbon emissions, which will help the aviation industry meet its goal of net zero emissions by 2050.

The engine's revolutionary geared fan architecture is the foundation for more sustainable aviation technologies in the decades ahead, with advancements like the Pratt & Whitney GTF Advantage™ engine and beyond.



GO BEYOND

F100 THE MOST TRUSTED ENGINE FOR THE F-15 AND F-16

Celebrating 50 years



 30 MILLION FLIGHT HOURS	 3800+ IN SERVICE	 7300+ PRODUCED	 23 AIR FORCES AROUND THE WORLD	 6000 TOTAL ACCUMULATED CYCLES BETWEEN DEPOT INTERVALS
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Pratt & Whitney F100 Engine Celebrates 50 Years of Service



Pratt & Whitney is a world leader in the design, manufacture and service of aircraft and helicopter engines, and auxiliary power units. On July 27, 2022, Pratt & Whitney will commemorate 50 years of trusted and reliable service for the F100 engine, which has accumulated more than 30 million engine flight hours.

"The F100 is truly a legendary engine. For 50 years it has set the standard for performance and reliability. It continues to power a majority of the global F-15 and F-16 fleets and we stand ready to offer the F100-PW-229 engine for the F-15EX and F-16 to foreign operators around the globe," said Josh Goodman, F100 program senior director for Pratt

& Whitney.

Over the years, the F100 has achieved a number of significant milestones:

1972 – First flight

The Pratt & Whitney F100-PW-100 powered the F-15 Eagle's first flight on July 27, 1972. Today, the F100 powers every operational USAF F-15 and more than 80% of the global fleet of F-15s.

1983 – Exclusive propulsion provider for Thunderbirds
The United States Air Force Thunderbirds demonstration team transitioned to F100-PW-200-powered F-16 aircraft in 1983. The F100 remains the exclusive propulsion provider for the Thunderbirds with the latest F100-PW-229 powering the current aircraft.

1985 – Advanced upgrades

The F100-PW-220 fielded the first digital electronic control (DEEC) in 1985, which delivers extremely smooth control scheduling that provides pilots the exact power settings they need to optimize performance. The state-of-the-art DEEC system, coupled with enhanced real-time engine monitoring and fault isolation capability, promotes the highest levels of operational readiness for F-15 and F-16 aircraft.

1989 – New variant

The upgraded F100-PW-229, featuring advanced updates and increased thrust, conducted its first flight in 1989. The -229 variant is still in production today and air forces around the world continue to select the F100-PW-229 to power their new fighter aircraft fleets.

2006 – Redefining full life

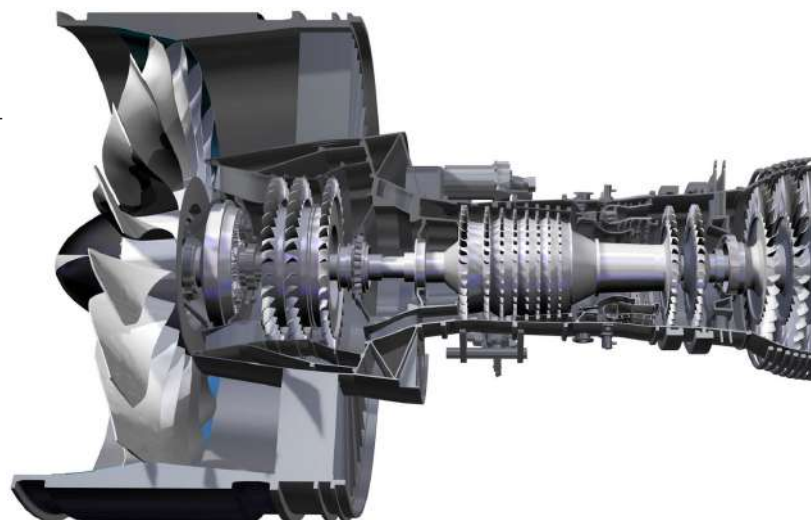
The F100-PW-229 was the first fighter engine to increase engine depot maintenance interval to 6,000 total accumulated cycles, effectively extending the typical depot interval from 7 to 10 years while providing a 30% life-cycle cost reduction over the life of the engine.

2022 – The F100 achieves 30 million engine flight hours
F100 has been a mainstay in the air force fleets of the United States and operators around the world, providing proven performance and unmatched reliability for more than 30 million engine flight hours. The latest F100 variants incorporate 5th Generation technologies like advanced thermal coatings, improved turbine cooling capabilities, and prognostics and engine health monitoring features that make it the engine of choice for F-15 and F-16 campaigns in Europe, the Middle East, and Asia.

The F100 remains in production, with more than 7,300 F100 engines produced in total and 3,800+ in active service with 23 air forces around the world today.

"The 50th anniversary and 30 million engine flight hour milestones are two more examples of how dependable this propulsion system is, and its continued service with air forces in Europe, Asia, and around the globe prove how important the engine continues to be for our customers' most critical missions," said Goodman.

Credit: AFRAA & PW



PLANNING A STOPOVER IN DUBAI



By Harriet James
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In flight language, there is a difference between a stopover and a layover.

By definition, a layover refers to a connection point between cities, which can sometimes be as short as 30 minutes or as long as 23 hours. On the other hand, a stopover is a situation where one is staying longer than 24 hours in any given city when traveling internationally.

A stopover can be a layover only that it's a much longer stop often a second

destination on part of a multi-stop itinerary. While traveling domestically, a stopover is usually anything that lasts longer than four hours.

Another situation that distinguishes the two is that if a journey is broken at a certain point in order to change aircraft and continues on to the destination with a different aircraft, this can be referred to as a layover. If a journey is stopped to drop off passengers for operational reasons and



then continues to the same destination using the same aircraft, then that is a stopover. On layover flights, during the aircraft changeover your baggage can be transferred to the new aircraft by airport staff.

Stop overs can be a marketing tactic that can increase passenger demand and drive traffic to the hub or airline's website. For the passengers, the benefit is that a stopover usually comes with no extra charge while opening revenue opportunities for airlines from offering third-party ancillaries such as car services, hotels as well as the destination's attractions.

In this article, we look at Dubai as one of the destinations where you can have a stopover and how to have one here.

1. How to book a stop over

If you're flying with Emirates Airline, you can easily book a stopover in Dubai and they will take care of everything, starting with a meet and greet at the airport to 24-hour check-in, tours, excursions and more. Once you've purchased your flight, you'll need to contact your local Emirates office or travel agent to make the arrangements and also Visa.

If not, you can use your local travel agent to book for a stop over hassle free and also arranging your Visa. To be

eligible for a transit visa, travellers must have a confirmed hotel booking for the duration of their stay, as well as a confirmed flight ticket departing from Dubai, within the duration of their transit.

2. What to do if you have just arrived.

You can easily apply for transit visas directly at the airport, subject to immigration approval and security clearance. Alternatively, you can check with your airline whether they have special offers on 'Stopovers on Arrival' packages that are on sale exclusively at the 'Hotels & Visas for Dubai' desk at Dubai International. You'll find it in the Arrivals area, prior to Passport Control/Immigration.

What you need to know

For shorter stays in Dubai, a stopover or a transit visa, is available for most passport holders, for duration of 48 to 96 hours. Applications can be made easily through travel agents and airlines.

When on your stopover, don't forget to request your complimentary SIM card at the immigration counter. Available to all Dubai tourists, these cards are preloaded with minutes and data, and can be easily topped up for the entire duration of your stay.



The great thing is that Dubai International is conveniently located in the centre of the city and this means that it takes anywhere from 15 to 35 minutes to get to most places in the city, depending on where you're going. For instance, a trip to Downtown Dubai is usually around 15 minutes in a car, while Dubai Marina is around 30 minutes from the airport. Old Dubai is around 15 minutes in a taxi.

You can also opt to hop onto the Dubai Metro directly from the airport. Trains run approximately every 10 minutes direct from Terminal 1 and 3, from 5am to midnight (please note timings vary on weekends). Fares start at AED2 and smart public transport cards known as Nol, can be purchased at the stations. Most metro stations are connected to the public bus network as well.

Local taxis are the most convenient option for quick trips and are now fitted with free Wi-Fi, so you can check your flight times while on the go. You can also easily hire an Uber taxi or use the local car ride-sharing service, Careem, which offers competitive rates and comfortable vehicles.

Is it worth leaving the airport if I only have a few hours?

Yes, absolutely. As well as being in close proximity to Old Dubai, the city's most historic area, the airport is only a 15-minute drive to some of the city's top attractions, including the Burj Khalifa, The Dubai Mall and Dubai Canal, making a two-hour round trip entirely achievable (and not overly expensive).

What to wear

The UAE is a Muslim country and it's advised to dress modestly and wear clothes that cover your knees and shoulders, especially when visiting the malls, religious and cultural sites. Layers are a good option and lightweight fabrics are essential in summer. If you're spending time outdoors, a hat, sunscreen and sunglasses are a must.

What can I do with my luggage?

Those planning a short stopover can store their bags in the 'left luggage' facilities at Terminal 1 or 3. It costs from just AED35 (US\$10) per bag for 12 hours, and can be used by both arriving and departing passengers.



By Daniel Bakalanguddde
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Maintaining a healthy flight

Air travel is not something that many people are used to. With it comes a lot of things and most specially the healthy aspect. Maintaining your health is your responsibility and ensuring that you're in good health is key because it will leave you happy and invigorated.

Here are some of the healthy practices that could complete experience and leave you yearning for another trip.

Poor healthy habits

During travel, always avoid eating everything on menu. You are the kind who wants to eat all the time because things may not be good for you on the plane. Eat only light foods and drink water. If you have issues to do with chronic illnesses like diabetes or high blood pressure, consult your general health with your doctor or visit the nearest healthy facility within your neighborhood. Keeping your health in check will save you from sudden incidents, don't wait to collapse and be

rushed to the hospital.

Sleep on the plane

Probably it's your first time, you hardly sleep off. Make it a point to doze off for a few minutes to cool yourself. Flying to different destinations, you are bound to get exhausted or experience body weakness. Sleeping will help you get refreshed and also boost your immunity. You will enjoy your travel after resting as it may kill all the body fatigues.

Avoid alcohol or harmful substances

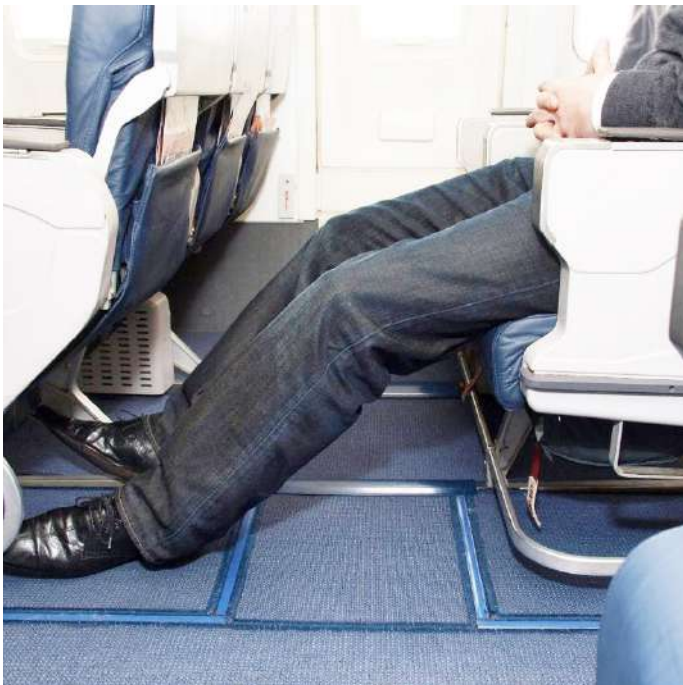
When travelling, keep away from alcohol or substances that could harm your body. Some travellers don't drink so stay away from the sick and others. One of the challenges of flying is that you are likely to pick up a new health complication from your neighbor.

This happens when your immunity system is weak as a result of sitting in one place for long hours or in sharing spaces. There are people who suffer from certain illnesses that may not be eligible to travel because they can easily transmit to other travellers.

Breathing difficulties

When flying at high altitude, there is less oxygen in the body. Healthy people can also adapt to these conditions without issues. Expectant women could be at danger of experiencing early





Move your feet

The deep veins in your legs need to move where blood can only move freely to the heart. Tap your feet slowly; this will create movement in the shins and thighs as well as the veins in good position.

Blood clots and deep vein thrombosis are conditions that can develop during long, overseas flights. Walk up and down the aisles, or stretch to boost blood flow. Ask your physician about compression socks to help with blood circulation and to prevent swelling.

Wash your hands

On a daily basis, we catch a lot of things with hands and in most cases; the places you touch are infested with germs. Germs pass through your hands. Keep your hands away from your face or sanitizing before you touch that surface of the plane is healthy. Its good manners to sanitize hands after washing them before eating and drinking.

Relax properly

People usually wake up early to prepare for the flight, implying that they may not have slept as required. Inadequate sleep can weaken the immune system and make you more vulnerable to health complications. According to health specialists, have at least eight hours of sleep before boarding your plane or you could take a nap in the plane.

labour because they can face hardship in breathing. The best way to prevent such problems is to wear light clothes as opposed to heavy ones. You could indulge in exercises but after consulting with a doctor.

Must haves when traveling with kids

By Sarah Kibisi
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Enduring flights with children can lead to a good or bad experience. It depends on how you keep them interested and yourself happy. Traveling along with children is possible but could require some considerations.

In order to make it up to them, you might have to ensure that the following are in place to enable your child or children enjoy without

really stressing you. Here is how to do and leave them craving for another travel.

Quick snacks

Children will always be children, as a mother packing some eats for the children when travelling will help them not to cry hunger. As you make a stop at the supermarket, purchase enough packets of these snacks mindful of their flavours, if they are more than two, you could think of giving each a pack. There is nothing that children enjoy than being pampered by their parents.

Wipes

Every woman is expected to carry along in her bag a packet of wipes. Children are fond of eating or drinking and moving from the airport to the plane without such items will portray you as an irresponsible mother. You can also use it to wipe your hands after eating the snacks or using the wash rooms because usually the towels in the cabin are used by several travelers and you can't know the origin of the bacteria.

Trash bag

With children or not, stash a pack of bag just for rubbish or where you and the kids can dispose of items unwanted. Remember if you don't provide it, they may be forced to litter the plane and this is not a pleasant scene. You could get the one you can place on the tray.

Packs

Reduce on your luggage and allow the children to carry their own eats and





drinks and other items. This is can be helpful especially during travel as it divert them from tiring out with the long distance travels they are not used to. The kid's bags are beautiful and can be placed in front of your seat while giving more space to stretch.

Computer gadgets

Electronics are travel lifesaver for every family. Move along with your tablets with movies and video games and begin your day with entertaining movies. Let the children use the old smart phones because they can't break unlike the new phones. Moving can be a bad experience for the kids so get them user friendly gadgets that can keep the entertained all the way so that they don't become bored or afraid to travel.

Headphones

Make it a point to keep them happy with recommended headphones friendly for the children. Don't give an excuse of kids being unruly on the plane instead prepare some activities if possible carry them along with you. Give them an opportunity to enjoy their day because they can be tamed if given attention they deserve.

Dolls/toy cars

The kind of toys depend on the sex of the children. If they are girls, give them baby dolls and if they are boys pamper them with car toys. As you enjoy your travel, they too will enjoy and everyone around them will have a pleasant travel to their destined country with any stress from your children.



BEAT THE FEAR THAT COMES WITH TRAVELLING FOR THE FIRST TIME

Overcoming maiden flight phobia

By Sarah Kibisi
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Several people especially women out there experience anxiety that comes with flying for the first time coupled with small delays. You don't have to wear high heels to the airport just in the name of making a fashion statement.

Today we unveil to you some of those critical things that will help you make it for your flight in time and have a memorable experience too.

Forget about the negative thoughts

Flying is not a usual practice; thinking about it can surely ruin your enjoyment. Negatives such as 'I am scared of flying because the plane may

crash replace it with 'I know that I am scared but nothing will happen' can leave you feeling relaxed. Don't allow negativity to overpower your positivity as it will only worsen your fear.

Suzan Asuja a mother of two has flown three times. Forget the hurt break you had the other day with your spouse. Think of an upcoming project to divert your minds from the fear or listen to some soft music or RnB music.

Listen to peaceful and calming music

Your mind tends to wander and hear sounds that either don't exist or are perfectly normal flight noises," Asujo says.

Carry a book along or divert yourself

Stella Arinda a relationship expert and a lawyer Although your flight is only a few hours that are a good portion to sit and relax to avoid panicky situation. "Prior to departure, create a possible checklist of things you want to complete while up in the air, and check and tick them," Arinda notes.

Maybe you want to think about birthday ideas or write appreciation notes you have been putting off, start on your pending project or delete some videos on your phone.



Focus on your breathing: People in good perfect health can adapt to any conditions like flying at high altitude. Categories like expectant women are vulnerable and can easily go into labour because they may develop difficulty in breathing.

Wear light and comfortable attires

Patricia Namu a business woman in town states that avoid stress by wearing light and comfortable attires for travel to protect you from breathing challenges. Do some simple exercises to keep your breath normal. Breathing helps you to control your body and mind to keep you calm.

Consult with your doctor

You might have been ill or taken decades without falling sick that is not for celebrating. Regularly check on your doctor to be in charge of your health and walk to your doctor to assess your health situation. Early checkups can help the doctor to verify in cases where you are at a risk of danger.

Drink enough water

Drying out or dehydration is common among people flying and any single mistake can affect your well-being. Mary Kisembo a beautician at Fair Way Hotel advises that drinking between 1 or 2 liters of water before boarding that plane. People collapse or black out during the flights because they are very dehydrated. Remember dehydration is common and can affect your sleep pattern because your immune system is weak. To keep out of trouble, ensure to drink more water often instead of sweet or alcoholic drinks.



Put some cash aside

If you are the kind of person who dreads moving with cash on you, think twice about your decision. Ivan Kabatoro who flies often says you might want to buy a few things or planned on touring some malls. "You are visiting the country for the first time. You are not familiar with the taxi fares among others," says Kabatoro. You might also want to adventure or visit specific places or if you are robbed, the cash stashed away will surely save you.

Be friendly

In your visit to new places, ensure to greet or respect the community in a new country. Interest yourself with some local languages especially in a country intend to visit. When you get into trouble, the locals will be the ones to save you. If you are not able to

trace the area, don't be afraid to ask the community because they may be of help to you. It's good to read and become acquainted with places. Plan your trip in advance: Plan your trip three months in advance to avoid delays. Handle some things early for example queries about meals or accommodation.

Derrick Batte a health expert at Mayo clinic in Wandegeya explains that knowing how you manage your lives is cool. If you have your flight scrap off some projects in a bid to concentrate on your tasks or else you risk missing your flight. You don't want to board your flight looking as if you were being chased by a lion since you need a strong physical and mental state to be in position to weed off other challenges of the airplane ride itself.

Top 10 airports

By traffic volume

June 2022



Airport
**BITE
SIZE**

01	IST	Istanbul	5,996,071
02	LHR	London	5,991,128
03	CDG	Paris	5,450,028
04	AMS	Amsterdam	5,232,957
05	FRA	Frankfurt	4,992,606
06	MAD	Madrid	4,536,555
07	BCN	Barcelona	4,063,654
08	AYT	Antalya	3,911,395
09	PMI	Palma de Mallorca	3,715,151
10	LGW	London	3,470,978

Top 10 aviation museums in the world

The world's best aviation museums capture the achievements and products of pilots, designers, and engineers. Here we revisit the best top ten aviation museums in the world.



1. The Smithsonian's National Air and Space Museum.

The Smithsonian's National Air and Space Museum established in 1946 is the world's largest museum of aviation and space artifacts located in Washington D.C. Each year it attracts approximately eight million visitors making it one of the most visited museums' in the world.



2. The Canada Aviation and Space Museum

It's one of the most spectacular museums based in Ottawa, Canada, It is a great place for tours, workshops for kids and birthday parties in airspace environment.



3. Kansas Aviation Museum

Kansa Aviation Museum houses a world-class collection of historic, significant and one-of-a-kind aircraft and aircraft engines. It's also home to the Kansas Aviation Hall of Fame – an impressive line-up of aviation heavyweights by any measure.





4. The Pima Air and Space Museum

The Pima Air & Space Museum, located in Tucson, Arizona, is one of the world's largest non-government funded aerospace museums. It features over 350 historical aircraft, from a Wright Flyer to a 787 Dreamliner.



5. Aviation Center and Boeing Tour

The aviation center enables you to see tours of the nearby Boeing plant, located in Seattle, WA and that is where Boeing 747s, 767s, 777s and 787s are built.



6. The National Museum of the US Air force

National Museum of the United States Air Force is the oldest and largest military aviation museum in the world.



7. The Intrepid Sea, Air and Space Museum

The Intrepid Sea, Air & Space Museum is an American military and maritime history museum with a collection of museum ships in New York City. The museum is the only museum where visitors can see and gain knowledge about the legendary aircraft carrier, the first space shuttle, the world's fastest jets, and a Cold War-era submarine.



8. Paris Air and Space Museum

The Museum of Air and Space is located in the south-eastern edge of the Le Bourget Airport, 10 km north of Paris. Occupying over 150,000 square meters of land and hangars, the Musée de l'Air et de l'Espace is one of the oldest aviation museums in the world.

9. San Diego Air and Space Museum

The museum is divided into many galleries with exhibits showcasing the contributions of San Diego to aviation. On February 22, 1978, the Electrical Building and the Museum were destroyed in an arson fire. Several one-of-a-kind aircraft completely burned down, including the Beecraft Wee Bee, the world's lightest aircraft.



10. The Yorkshire Air Museum & Allied Air Forces Memorial

The Yorkshire Air Museum & Allied Air Forces Memorial is the largest independent air museum in Britain and the most original Second World War RAF Bomber Command station open to the public. It is also the only Allied Air Forces Memorial in Europe. It also has the Russian space shuttle Buran, the only reusable space shuttle built in Russia.

Air France Flight 4590 Concorde supersonic Aircraft disaster

By Vincent M. Mupenzi
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It's exactly 22 years this year since the crash of Air France Concorde aircraft. Air France Flight 4590 was an international charter flight of Air France, from Charles de Gaulle Airport, Paris, to John F. Kennedy International Airport, New York, flown by an Aérospatiale-BAC Concorde. On the afternoon of Tuesday, 25 July 2000, at 16:44:31 local time (UTC 14:44:31), the aircraft serving the flight (registration F-BTSC) ran over debris on the runway during takeoff, blowing a tyre, which threw chunks of tyre into the underside of the left wing and into the landing gear bay with great force.

The fuel tank built inside the left wing was full, with almost no ullage. When the tyre fragments struck the wing, the tank ruptured, thereby releasing large quantities of fuel. Tyre fragments severed wiring in the landing gear bay, preventing retraction of the landing gear. Fuel from the ruptured tank ignited, causing a loss of thrust in engines 1 and 2. Lack of thrust, high drag from the extended landing gear, and fire damage to the flight controls made it impossible to control the aircraft, which crashed into a hotel in nearby Gonesse two minutes after takeoff. All 109 people on board were killed, alongside four in the hotel. Six other people in the hotel were critically injured.

The flight was chartered by German company Peter Deilmann Cruises. The passengers were on their way to board the cruise ship MS Deutschland in New York City for a 16-day cruise to Manta, Ecuador. It was the only fatal Concorde accident during its 27-year operational history.

The aircraft involved was a 25-year-old Aérospatiale-BAC Concorde (registration F-BTSC, serial number 203) that had its maiden flight on 31 January 1975 (during testing, the aircraft's registration was F-WTSC). The aircraft was purchased by Air France on 6 January 1976. It was powered by four Rolls-Royce Olympus 593/610 turbojet engines, each of which was equipped with afterburners. The aircraft's last scheduled repair





had taken place on 21 July 2000, four days before the accident; no problems were reported during the repair. At the time of the crash, the aircraft had flown for 11,989 hours and had made 4,873 take-off and landing cycles. The cockpit crew consisted of Captain Christian Marty a 53 year old who had 13,477 flight hours, including 317 hours on the Concorde, First officer Jean Marcot a 50 year old who had 10,035 flight hours, with 2,698 of them on the Concorde and a 58 year old Flight engineer Gilles Jardinaud who had 12,532 flight hours, of which 937 were on the Concorde aircraft. All the passengers and crew, and four employees of the Hotelissimo hotel were killed in the crash. The passengers, most of whom were German tourists en route to New York for a cruise, included German football manager Rudi Faßnacht and German trade union member Christian Götz.

Until the crash, Concorde had been considered among the world's safest aircraft. The crash was a direct cause of the end of the model's career. A few days after the crash, all Air France Concorde were grounded, pending an investigation into the cause of the crash and possible remedies.

The official investigation was conducted by France's accident investigation bureau, the Bureau of Enquiry and Analysis for Civil Aviation Safety (BEA) and the final



report was issued on 16 January 2002. In the report, BEA concluded the following;

- The aircraft was overloaded by 810 kilograms (1,790 lb) above the maximum safe takeoff weight. Any effect on takeoff performance from this excess weight was negligible.
- After reaching takeoff speed, the tyre of the number 2 wheel was cut by a metal strip (a wear strip) lying on the runway, which had fallen from the thrust reverser cowl door of the number 3 engine of a Continental Airlines DC-10 that had taken off from the same runway five minutes previously.
- The aircraft was airworthy and the crew were qualified. The landing gear that later failed to retract had not shown serious problems in the past. Despite the crew being trained and certified, no plan existed for the simultaneous failure of two engines on the runway, as it was considered highly unlikely.
- Aborting the takeoff would have led to a high-speed runway excursion and collapse of the landing gear, which also would have caused the aircraft to crash.
- While two of the engines had problems and one of them was shut down, the damage to the plane's structure was so severe that the crash would have been inevitable, even with the engines operating normally.

The crash of the Air France Concorde proved to be the beginning of the end for the type. Just before service resumed, the September 11 attacks took place, resulting in a marked drop in passenger numbers, and contributing to the eventual end of Concorde flights. Air France stopped flights in May 2003, followed by British Airways five months later.

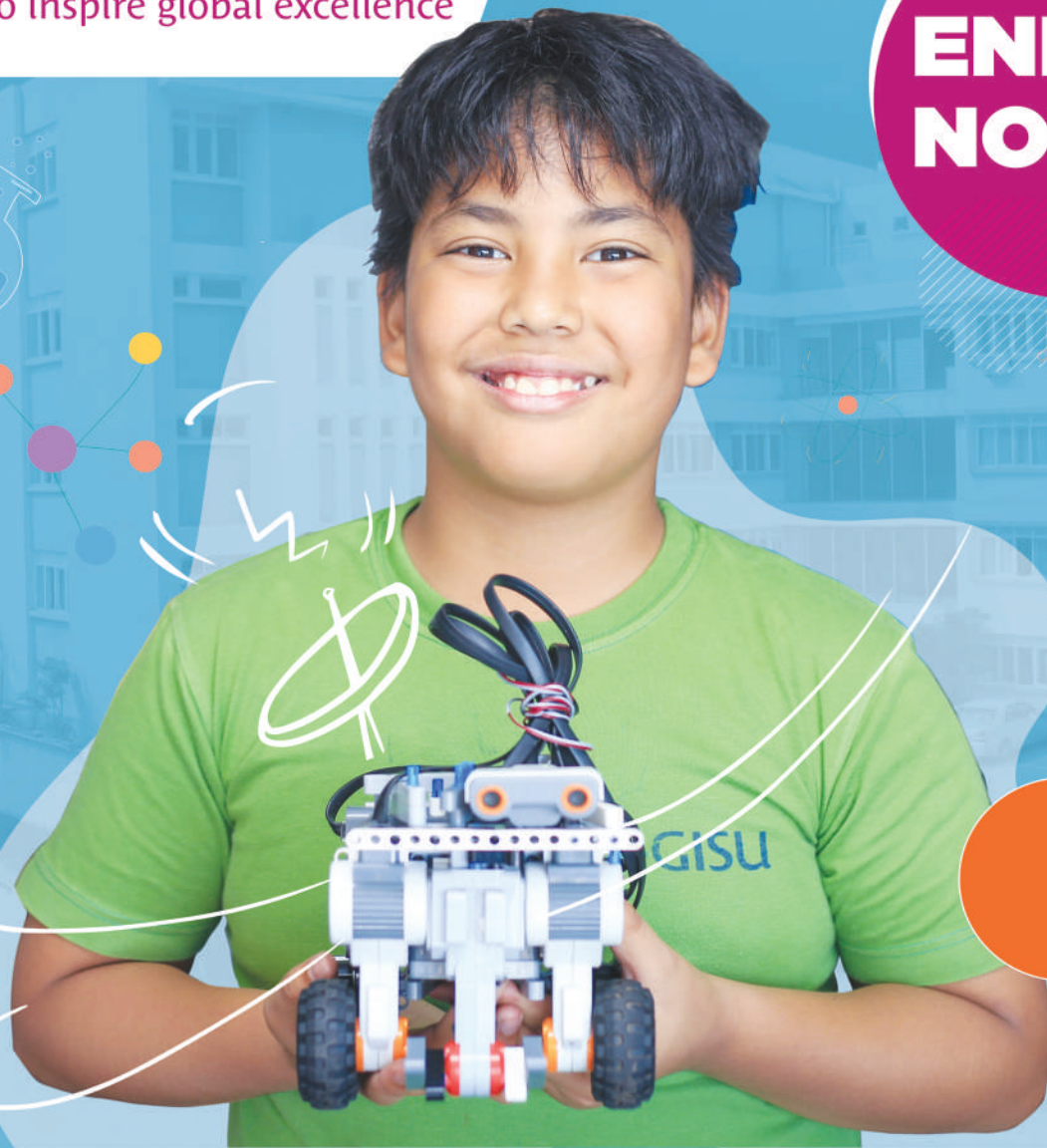




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