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October, 2025

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Airshow**

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Minister of Works and Transport, Gen. Katumba Wamala with Ugandan delegation at the 42nd ICAO Meeting in Canada



Uganda Elected To The ICAO Council

Uganda has been elected to the International Civil Aviation Organization (ICAO) Council for the 2025–2028 term, marking a significant milestone in the country's aviation diplomacy and international recognition.

The election took place during the ongoing 42nd Session of the ICAO Assembly, where Uganda secured 155 votes out of 185 cast, reflecting strong global confidence in its commitment to the advancement of international civil aviation.

The Ugandan delegation to Montreal was led by the Minister of Works and Transport, accompanied by Ambassador Allan Kajik, Uganda's High Commissioner to Canada; Mr. Fred Bamwesigye, Director General of the Uganda Civil Aviation Authority (UCAA); and senior officials from both the Ministry and the UCAA.

Uganda's election underscores its growing role on the global aviation stage. The ICAO Council, composed of 36 member states, is the organization's highest decision-making body, tasked with setting

international standards and recommended practices that guide safe, secure, and sustainable air transport worldwide.

"This achievement not only places Uganda at the heart of global aviation decision-making but also reaffirms our dedication to aligning with international best practices in air transport," said a senior Ugandan official on the sidelines of the Assembly.

The development is expected to strengthen Uganda's voice in shaping policies on air safety, security, environmental protection, and innovation in aviation. It also positions the country to play a more active role in regional and continental efforts to modernize air transport and enhance connectivity across Africa.

Uganda joins other states on the Council at a time when the aviation industry is undergoing transformation, driven by post-pandemic recovery, the push for sustainability, and rapid technological innovation. With its seat secured, Uganda now has the opportunity to influence critical discussions and contribute to shaping the future of global aviation.



IN THE NEWS



REVIEW

The 9th Edition of Aviation Africa Summit and Exhibition has officially opened today in Kigali-Rwanda under the theme, "Collaborating to Unlock Africa's Growth: How Can Africa Deliver a Sustainable Aviation Industry?"

With over 2,000 delegates, innovative showcases in advanced air mobility, and discussions on actionable insights on building a sustainable industry, this two-day summit represents a significant opportunity for the future of aviation in Africa.

Over the next two days, Kigali will experience high-level forums, innovative exhibitions, and strategic dialogues designed to shape the future of African aviation.

This summit promises to be an echoing step towards building a competitive and resilient aviation sector for Africa.

Kenya Airways honored with dual wins awards

Kenya Airways has once again been recognized on the global stage, earning two prestigious honors at the APEX Global Awards held in Los Angeles.

The airline was awarded Best Seat Comfort in Africa and the coveted APEX Four Star Major Airline 2026 Award, underscoring its continued dedication to excellence.

The awards were proudly accepted on behalf of the

airline by Jacob Agengo, Station Manager at JFK. These accolades highlight Kenya Airways' unwavering commitment to providing world-class comfort, exceptional service, and dependable reliability for every guest.

With these recognitions, Kenya Airways continues to set new benchmarks in the aviation industry, reaffirming its position as one of Africa's leading carriers.



Lagos Aviation Academy (LAA) has been named 'Aviation School of the Year' at the 2024/2025 Travellers Award, organised by African Travel Quarterly (ATQ News) in partnership with the 21st Akwaaba African Travel Market.

The award recognises LAA's unwavering commitment to excellence in aviation training, its pivotal role in shaping the next generation of aviation professionals, and its contribution to the advancement of Nigeria's aviation industry. Speaking on the recognition, Mr. Bolaji Durojaiye, Head of

School at LAA, said: "Beyond academic excellence, we are intentional about equipping our students with the skills and confidence to thrive in the aviation sector. This achievement belongs not only to the Academy but to every graduate who continues to make us proud in Nigeria and beyond."

Over the years, LAA has consistently demonstrated that its impact extends far beyond the classroom. Its graduates are excelling across airlines, travel companies, and aviation-related organisations, where they are driving improvements in service delivery, operational efficiency, and professional standards.

"Lagos Aviation Academy represents the kind of forward-thinking and excellence-driven approach that the Nigerian aviation sector needs. Their commitment to globally recognised training is not just building careers; it is strengthening the aviation ecosystem and supporting the growth of Nigeria's economy. We are proud to see LAA receive this well-deserved honour."

The recognition at the Travellers Award further cements LAA's reputation as a centre of excellence for aviation training, reaffirming its mission to develop skilled professionals who will continue to propel Nigeria's aviation sector onto the global stage.

flydubai

to Launch Direct Flights Between Dubai and Nairobi



Flydubai has announced the launch of non-stop flights between Dubai (DXB) and Nairobi (NBO), starting 15th October 2025. The new service will enhance air connectivity between Kenya and the Middle East, supporting stronger links in trade, tourism, and cultural exchange.

Route & Frequency

The Dubai–Nairobi–Dubai route will operate four times weekly on Mondays, Wednesdays, Fridays, and Sundays.

Flight Schedule

- 15 – 24 October 2025: Arrival in Nairobi at 17:55 LT | Departure at 18:55 LT
- 26 October 2025 – 27 March 2026: Arrival in Nairobi at 21:00 LT | Departure at 22:00 LT

Expansion in Kenya

In addition to the new Nairobi service, flydubai will increase its Mombasa flights to a daily frequency starting 1st October 2025. With this development, the airline's total weekly flights to Kenya will rise to 11.

Strengthening Regional Connectivity

This expansion underscores Nairobi's growing role as East Africa's premier aviation hub, while also boosting economic, tourism, and cultural ties between Kenya and the UAE. It further positions Kenya as a gateway for enhanced connectivity between Africa and the Middle East.

South Africa has once again secured its position on the 36-member Council of the International Civil Aviation Organization (ICAO), following elections held during the 42nd Session of the ICAO Assembly in Montreal, Canada.

The country's delegation, led by the Minister of Transport, Ms. Barbara Creecy, represented South Africa in the high-stakes vote that reaffirms its enduring influence within the global aviation community.

Retaining its seat on the Council is more than a symbolic victory. It highlights South Africa's consistent commitment to international aviation governance and its proactive role in shaping the policies that drive safety, security, and sustainability across the industry.

"This achievement speaks to South Africa's credibility, not only as a leader in African aviation but also as a respected partner on the global stage," said Minister Creecy. "Our voice at ICAO ensures that the priorities of Africa and the Global South continue to be reflected in international aviation decisions."

The ICAO Council serves as the governing body of the United Nations' specialized agency for civil aviation, steering the organization's strategic direction and policy development. South Africa's continued presence guarantees it a platform to contribute to key decisions, including the modernization of air traffic management, climate action through sustainable aviation fuels, and improved safety oversight.

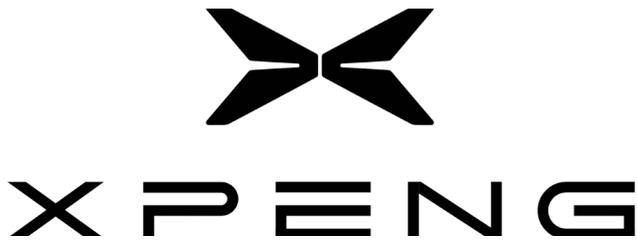
South Africa Retains Seat on ICAO Council



South African Minister of Transport, Barbra Creecy

Observers note that this success further cements the country's role as a bridge between developed and developing aviation markets, ensuring that African perspectives remain integral to the global aviation agenda.

By maintaining its seat, South Africa not only reinforces its leadership in continental aviation but also underscores its commitment to advancing a safe, secure, and inclusive global air transport system.



XPENG AEROHT's 'Land Aircraft Carrier' Begins Flight Tests in UAE

Chinese automaker XPENG has taken a major step in the future of mobility with the launch of manned flight tests of its AEROHT eVTOL vehicle in the United Arab Emirates (UAE). The milestone flight, conducted on September 11, 2025, took place in Ras Al Khaimah, shortly after receiving clearance from the UAE General Civil Aviation Authority (GCAA).



The demonstration, held at the Jazirah Aviation Club, featured a series of controlled maneuvers, including hovering and 360-degree turns, highlighting the vehicle's stability and agility. The event was attended by Sheikh Saud bin Saqr Al Qasimi, ruler of Ras Al Khaimah, alongside the Chinese ambassador to the UAE, underscoring the international importance of this innovation.

At the heart of the project is XPENG AEROHT's groundbreaking 'Land Aircraft Carrier' concept—a modular system that pairs a sports utility vehicle (SUV) with a manned eVTOL aircraft mounted on its back. The eVTOL can be deployed at a chosen location, take flight, and then be folded and secured back onto the SUV after landing.

Backed by a US\$150 million Series B investment round in 2024, XPENG AEROHT is pushing the limits of advanced air mobility (AAM). The company has also entered a strategic partnership with the RAK Transport Authority to advance flight certification in the UAE and explore potential applications ranging from government transport and emergency response to tourism services.

Meanwhile, in China, XPENG is working toward obtaining a production certificate for the vehicle and is constructing a dedicated AEROHT manufacturing facility, expected to be completed by the end of 2025.

The UAE flight test comes as XPENG showcases its futuristic air mobility solutions on the global stage at the IAA Mobility 2025 trade show in Munich (September 8–14, 2025), where the Land Aircraft Carrier concept has drawn strong international interest.

With successful test flights now underway in the UAE, XPENG AEROHT is positioning itself at the forefront of integrated land-air mobility, signaling a future where cars and aircraft merge into a seamless mode of transportation.

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ENTEBBE AIRPORT REGISTERS STRONG MID-YEAR TRAFFIC GROWTH IN 2025

During the first half of 2025, Entebbe International Airport recorded 550,439 international arrivals and 582,927 international departures, totaling 1,133,366 international passengers.

This marks an increase from 527,692 arrivals and 541,532 departures, totaling 1,069,224 passengers in the same period of January to June 2024. The figures reflect a 4.3% growth in arrivals and a 7.6% growth in departures year-on-year.

Cargo traffic also saw an upward trend, with 22,844 metric tonnes of exports and 10,778 metric tonnes of

imports, making a total of 33,622 metric tonnes handled between January and June 2025.

This compares to 22,380 tonnes of exports and 10,414 tonnes of imports in the same period of 2024, totaling 32,794 tonnes.

The data reflects a 2.1% increase in exports and a 3.5% increase in imports. Uganda's major exports include fish, flowers, vegetables and fresh produce, among others.

Aircraft movements increased from 15,223 in the first half of 2024 to 15,922 in the same period of 2025, representing a

4.6% growth.

On the other hand, overflights declined from 12,359 in January to June 2024 to 11,917 in the same period of 2025, reflecting a 3.6% decrease.

The reduction in overflights is partly attributed to the partial reopening of Sudanese airspace, which had previously been closed.

This has allowed airlines operating between the Middle East, Southern Africa, and Latin America to resume using ICAO-designated contingency routes.





AVIATION AFRICA 2025

4th – 5th September

Radisson Blu Hotel & Convention Centre, Kigali, Rwanda



THE SUMMIT AND EXHIBITION REVIEW

The 2025 edition was the 9th Aviation Africa Summit & Exhibition, was held under the theme “Collaborating to unlock Africa’s growth – How can Africa deliver a sustainable aviation industry?”

It was hosted by Rwanda (Rwanda Civil Aviation Authority, Rwanda Airports Company, RwandAir) in collaboration with Times Aerospace Events, among others. The expected participation was about 1,700 aviation industry professionals, including 100-120 exhibitors.

The summit highlighted new or emphasized tracks: low-altitude aviation (drones, Unmanned Aerial Systems), advanced air mobility (eVTOL / air taxi), sustainability (carbon emissions, greener technologies), infrastructure and regulatory cooperation (e.g. Single African Air Transport Market – SAATM).

Key Highlights & Innovations

Here are some of the notable features and announcements from the Summit:

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High airfares and expensive travel are major barriers to connectivity, tourism, and economic participation

President Paul Kagame



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Key Highlights & Innovations

Here are some of the notable features and announcements from the Summit:

Electric vertical take-off and landing / Air taxi technology

- A big moment was the maiden flight in Africa of the EH216-S eVTOL aircraft by EHang. That drew attention as a signal of Africa engaging more with advanced air mobility.
- The inclusion of the African Drone Forum track, and focus on UAVs, BVLOS, and UTM (unmanned traffic management) showed growing interest in low-altitude airspace use.

Regulatory and policy focus

President Paul Kagame highlighted that high fares and expensive travel are major barriers to connectivity, tourism, and economic participation. He urged governments and aviation institutions to work on making flight more affordable and skies more accessible.

Infrastructure and Airport Development

- Plans for the new Kigali International Airport at Bugesera were part of the conversations, including capacity, cargo facilities, etc.
- Exhibitors included big industry players like Airbus, Pratt &

Whitney, Ethiopian MRO, and local/regional institutions.

Challenges identified

- High cost of air travel, especially for intra-African routes, remains a major obstacle.
- Operational inefficiencies, regulatory fragmentation, infrastructure gaps.
- The need to scale safety, oversight, and harmonization of standards.

What Worked Well

- Strong participation & exhibitor presence: The Summit drew a good mix of stakeholders—governments, regulators, technology providers, OEMs (original equipment manufacturers), emerging mobility innovators. This breadth helps in knowledge sharing and in forging partnerships.
- Forward-looking technology demonstration: The eVTOL flight and drone / low altitude tracks were not just theoretical; there was live demonstration, which helps in bridging the gap between promise and practice.
- Policy dialogue: The inclusion of high-level speakers like President Kagame brought attention and political weight to the issue of affordability, airspace liberalization, and sustainability.

Limitations & What Could Be Improved

- Unclear commitment to follow-through: While many announcements and commitments (on regulatory harmonization, cost reduction, infrastructure investment) were made, it remains to be seen how binding or actionable they are. For many African aviation initiatives, implementation lags.
- Capacity / infrastructure gaps remain: Even with new airports and expansion, many countries still lack adequate maintenance, ground handling, training capacity, and may struggle to adopt new technologies.
- Regulatory & safety oversight: Rapid introduction of air taxis, drones, new aircraft types poses safety and regulatory challenges. Governments will need strong institutional capacity, which is uneven across the continent.
- Inclusivity & intra-African connectivity: Even as high-level dialogue improves, many smaller or weaker states may be left behind unless regional cooperation and financial support mechanisms are strengthened.

Overall Assessment

The Aviation Africa Summit & Exhibition 2025 in Kigali can be seen as a successful gathering that reinforced several positive trajectories for African aviation:

- It highlighted innovation, especially in low altitude and advanced air mobility.
- It kept policy issues front and centre, especially airspace liberalization, regulatory harmonization, sustainability, and cost challenges.
- It raised visibility for the aviation sector’s role in broader economic development – tourism, trade, connectivity.

However, the real test will be in implementation: whether countries follow through on policy reforms, whether infrastructure projects proceed on schedule, whether regulatory frameworks keep pace, and whether the cost of flying in Africa comes down in a meaningful way.

Africa's First Flying Air Taxi Debuts In Rwanda

The EH216-S, is the world's first certified pilotless passenger eVTOL



The future of aviation quite literally took flight in Rwanda, as EHang Holdings Limited (Nasdaq: EH) achieved a historic milestone: the first pilotless, human-carrying eVTOL flight on the African continent.

The breakthrough moment came during the 9th Aviation Africa Summit & Exhibition in Kigali, where EHang's flagship EH216-S aircraft lifted off smoothly in front of global aviation leaders, government dignitaries, and media representatives from more than 50 countries.

Conducted in partnership with the China Road and Bridge Corporation (CRBC), the demonstration marked not just a technological first for Africa, but also a step towards reshaping the region's future in advanced air mobility.

A Defining Moment for Africa's Aviation

The flight had the full backing of the Rwanda Civil Aviation Authority (RCAA) and was witnessed by high-level dignitaries including President Paul Kagame, Minister of Infrastructure Dr. Jimmy Gasore, RCAA Director General Silas Udahemuka, and Chinese Ambassador to Rwanda Wenqi Gao.

President Kagame applauded the achievement, describing the demonstration as proof that Rwanda and Africa are ready to embrace aviation innovation:

"This impressive flight will drive the development of low-altitude transportation in Africa."

The first passengers—staff from the RCAA and journalists from China Media Group—embarked on the groundbreaking flight, expanding the EH216-S's global flight record to 21 countries across five continents.

Symbol of Global Cooperation

Chinese Ambassador Wenqi Gao emphasized the broader significance of the Kigali flight:

"This milestone reflects deepening practical cooperation between China and Rwanda, and stands as a symbol of China-Africa

partnership in technological innovation under the Belt and Road Initiative."

Meanwhile, Rwanda's Minister of Infrastructure, Dr. Jimmy Gasore, underscored the government's commitment to shaping a supportive regulatory environment:

"This flight serves as a reference point for building a safe and advanced air mobility framework for Rwanda and the wider region."

Technology on Display

The EH216-S, the world's first certified pilotless passenger eVTOL, was the centerpiece of the summit, attracting aviation officials, investors, and industry professionals from Africa, Europe, the Middle East, and Asia. President Kagame and Ambassador Gao were among those who visited EHang's exhibition booth, exploring the potential of low-altitude economy partnerships between Rwanda and China.

With over 73,000 safe flights already logged worldwide, the EH216-S represents a new frontier in urban air mobility. Its design offers a zero-emission, fully autonomous solution for short-range passenger transport, logistics, and tourism—applications that are particularly relevant to Africa's diverse geography.

Opening Africa's Skyways

Africa's vast landscapes and underserved transport corridors make it a promising market for eVTOL technology. From connecting remote communities to easing urban congestion, low-altitude aerial mobility could become a transformative force for economic growth, accessibility, and sustainable development.

Qilin Huang, Head of CRBC's Rwanda Office, framed the Kigali flight as more than a technological showpiece:

"The EH216-S flight is a brilliant showcase of China's cutting-edge technology in Africa. Looking ahead, we will continue to explore eVTOL applications and open up new opportunities in this emerging market."

EHang's Chief Engineer, Rucheng Lu, echoed this vision, noting that the Kigali debut represents a launchpad for wider regional engagement:

"This first human-carrying flight in Africa demonstrates EHang's outstanding technical capabilities and robust system safety. Starting with Rwanda, we will work with African airlines, airports, and regulators to explore innovative models that enhance transportation, logistics, and tourism across the continent."

About EH216-S

- The EH216-S is a two-passenger, fully autonomous (pilotless) eVTOL multicopter designed for urban air mobility (UAM).
- It is the "standard" passenger transport variant in the EH216 family (as opposed to EH216-F for firefighting or EH216-L for logistics)
- EHang positions the EH216-S as a "flying taxi" solution, enabling point-to-point travel without needing runways.



AFRICA'S AIRLINES DEFY GLOBAL HEADWINDS AS PASSENGER NUMBERS SURGE

Harriet James



“ Passenger numbers are increasing, route networks are expanding, and local carriers are becoming more competitive against international rivals. ”

AFRAA Report June, 2025



Africa's aviation industry is soaring to new heights, showing remarkable resilience amid global economic headwinds, rising fuel prices, and shifting travel policies.

According to the African Airlines Association (AFRAA) report released in June 2025, passenger numbers are increasing, route networks are expanding, and local carriers are becoming more competitive against international rivals. The findings highlight an industry in transition—modernizing operations, strengthening connectivity, and adapting to evolving global regulations.

Passenger Growth Amid Global Slowdown

While Africa's total seat capacity in June 2025 fell slightly by 3% year-on-year, intra-African routes recorded a 0.1% rise, underscoring the growing focus on regional connectivity. Airlines are betting on short- and medium-haul routes rather than relying solely on intercontinental flights.

AFRAA attributes this to the liberalization of African skies, upgraded airport infrastructure, and increased demand for business and leisure travel within the continent.

This shift signals renewed confidence in the region's aviation potential, with many carriers expanding fleets and networks to strengthen regional trade and tourism links.

Africa's Aviation Hubs Hold Their Ground

Africa's busiest airports continue to serve as vital gateways for both continental and international travel. Cairo International Airport led the continent with 22.6% of total seat capacity, followed by Johannesburg's O.R. Tambo (14.8%), Addis Ababa Bole (14.7%), and Casablanca's Mohammed V International (8.9%).

North Africa dominated capacity with 40.7%, driven by Egypt, Morocco, and Algeria's robust travel markets. Eastern Africa followed with 23%, supported by the influence of Ethiopian Airlines and Kenya Airways. Southern Africa accounted for 18.9%, while Central and Western Africa combined contributed 17.4%, highlighting significant potential for growth in those regions.

African Airlines Reclaiming Market Share

AFRAA data shows that African airlines now control 52.4% of international seat capacity compared to 47.6% by foreign carriers—evidence of stronger cooperation and improving competitiveness.

However, the intercontinental market remains dominated by foreign airlines, which hold 63.7% of total capacity. African carriers handle 49% of total international traffic but only 35.3% of intercontinental traffic.

To close this gap, AFRAA emphasizes the need for fleet





modernization, strategic alliances, and better service standards. Despite challenges, projections remain positive: passenger traffic is expected to rise from 98 million in 2024 to 113 million in 2025, a 15.3% year-on-year increase. Available Seat Kilometers grew 2%, while Revenue Passenger Kilometers rose 6%—a clear sign of strong, sustained demand.

Connectivity and Cargo Expansion

The Single African Air Transport Market (SAATM) continues to foster intra-African connectivity. By mid-2025, 3rd and 4th Freedom traffic rights each accounted for 39% of total capacity, while 5th Freedom rights made up 22%. These freedoms enhance trade and tourism by providing more travel options and competitive pricing.

Cargo operations are also gaining momentum. Eastern Africa led the market with 30% of total cargo share, powered by logistics hubs in Addis Ababa and Nairobi. Exports continue to outpace imports continent-wide, though Southern, Western, and Central Africa saw higher import volumes due to industrial and consumer demand.

Rising Revenues, Rising Costs

African airlines reported a 19% increase in passenger revenues in April 2025 compared to the previous year, driven by stronger load factors, optimized routes, and a rebound in travel demand. However, escalating fuel costs threaten profitability. As of June 20, 2025, global jet fuel averaged USD 96.97 per barrel—up 12.9% from the previous month. With fuel accounting for up to

40% of airline operating costs, maintaining financial stability remains a key challenge.

Navigating Regulatory Turbulence

Regulatory changes are reshaping the landscape for African carriers. A U.S. travel restriction announced in June 2025 affects nationals from several African countries, potentially curbing transatlantic traffic. In Europe, new passenger protection laws will raise compensation thresholds for delays and ban “no-show” penalties, increasing compliance costs for airlines serving European routes.

Additionally, the U.S. Department of Transportation introduced new accessibility rules requiring airlines to better handle mobility aids and improve services for passengers with disabilities—further emphasizing the growing importance of inclusivity in aviation.

Outlook

Despite global volatility, Africa’s aviation sector remains on a steady climb. Strengthened by regional cooperation, infrastructure investments, and a growing middle class, African airlines are reclaiming market share and reshaping the continent’s air transport future. With passenger traffic, revenue, and connectivity all on the rise, the industry’s resilience continues to prove that Africa’s skies are not only open—but thriving.



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Prospects and Opportunities for China-Africa Cooperation in the Low-Altitude Economy

Yang Jincai, Chairman of the World Drone Congress and President of Shenzhen UAV Industry Association

On 4th September 2025, the African Drone Forum convened in Kigali, Rwanda, under the theme “Connecting the Skies, Creating the Future.” The event brought together more than 1,600 experts, government officials, and business leaders from 70 countries to explore how drone technologies are reshaping Africa’s economic and social landscape. Rwanda’s President Paul Kagame personally attended and delivered remarks, underscoring the importance of low-altitude aviation for Africa’s future.

What is the Low-Altitude Economy?

The low-altitude economy refers to aviation activities below 1,000 meters, driven primarily by drones (about 85%) and supplemented by general aviation (15%). It encompasses logistics, emergency response, tourism, infrastructure inspection, and agriculture. In China, the sector has been elevated to the level of national strategy and is now a critical driver of digital transformation and

smart city development.

China’s Development Path

In recent years, China has progressed from experimentation to rapid growth. By the end of 2024, the country registered over 3.5 million drones, licensed 337,000 pilots, and achieved an annual industry output exceeding RMB 210 billion, nearly 40% higher than the previous year. Shenzhen, known as the “Drone Capital of China,” is home to nearly 2,000 drone-related enterprises with a combined output of more than RMB 100 billion. The city also operates more than 300 routine drone logistics routes and has pioneered integration of 5G-A networks with urban drone operations.

Breakthrough in Urban Air Mobility

One of the most dynamic areas is eVTOL (electric vertical take-off and landing aircraft). With advantages such as low noise, zero emissions, and costs as little as one-fifth those of helicopters, eVTOL is being tested for passenger transport, medical evacuation, and short-distance cargo delivery. This October, China



AFRICA

will inaugurate its first commercial eVTOL route in the Greater Bay Area, reducing travel time between Shenzhen and Zhuhai to just 15 minutes. Companies like EHang have already obtained type, production, and operational certificates, positioning China among the first nations to achieve commercial-scale autonomous passenger flights.

Lessons for Africa

China's success lies not only in technology but also in governance. Multiple ministries—including the Civil Aviation Administration, the Ministry of Industry and Information Technology, and the National Development and Reform Commission—have jointly crafted clear regulatory frameworks, enabling innovation to flourish. Africa can draw lessons by creating similar national coordination mechanisms that bring together civil aviation, economic planning, transport, and telecom authorities to design drone roadmaps tailored to local needs.

Regulatory clarity is essential. Rural regions may prioritize medical logistics corridors, while urban areas must first establish unmanned traffic management (UTM) systems to ensure safe integration with manned aviation. Policy consistency is the cornerstone for attracting investment and building sustainable industries.

Opportunities for China-Africa Cooperation

Drones are already proving their value across Africa. Malawi tested drone delivery of HIV samples as early as 2016, overcoming terrain challenges. In South Africa, mining companies deploy drones for mapping and safety inspections. Yet challenges remain: fragmented markets, weak infrastructure, and shortages of skilled personnel. At the Kigali forum, President Kagame emphasized that Africa must lower aviation costs and further open its skies to achieve sustainable connectivity.

China and Africa are natural partners. China has the world's most complete drone supply chain and mature business models, while Africa offers vast geography, strong demand, and leapfrog potential. Cooperation can advance in four areas:

1. Infrastructure Collaboration – Pilot projects for drone corridors, take-off and landing sites, and UAM "airports," drawing on China's urban experience.
2. Agriculture & Logistics – Drone solutions for crop spraying, water inspection, and medicine delivery in remote areas.
3. Standards & Regulation – Exchange practices in certification, safety, and data governance to create a trusted ecosystem.
4. Talent Development – Joint training programs to cultivate African drone operators, engineers, and data specialists.

Pilot projects can start in selected cities and gradually expand into regional cooperation, creating scalable models for the continent.

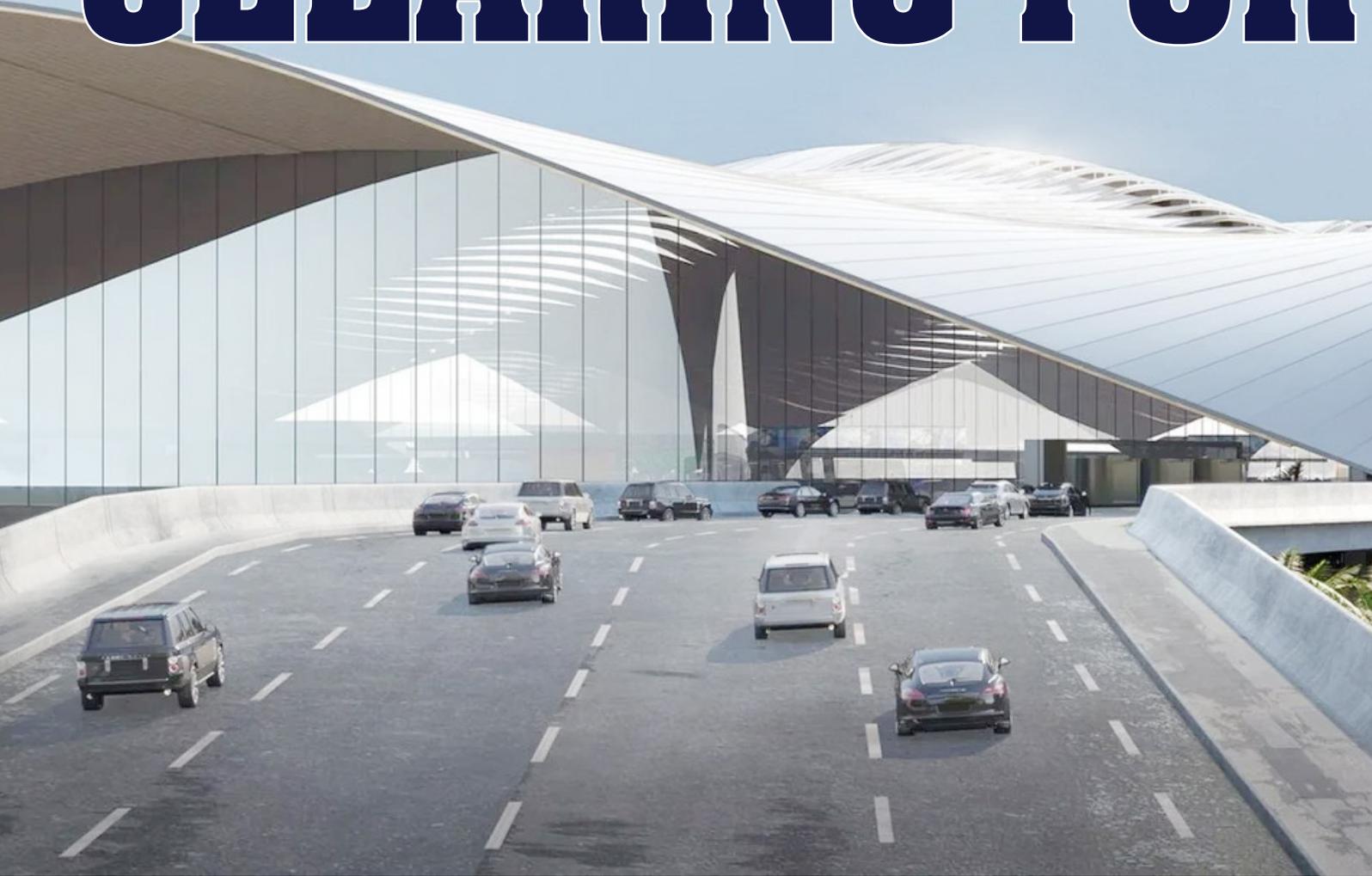
Towards a Shared Future

The low-altitude economy is more than an emerging industry—it is a global growth engine. China is prepared to share technologies, standards, and expertise with African partners in a spirit of openness and co-creation. Local assembly lines, technology transfer, and workforce training can help Africa build its own sustainable drone sector while generating jobs and reducing costs.

Talent development is equally critical. Joint programs with African universities and institutes can nurture the next generation of UAV professionals in flight operations, engineering, and data analysis.

Ultimately, drones do not only connect goods and services—they connect opportunities and hope. By working together, China and Africa can build an inclusive, green, and innovative low-altitude future. The skies can become a bridge between continents, carrying both economic growth and social progress.

CLEARING FOR



Africa's New Generation Of Aviation Mega-Hubs

By investing in the very arteries of global commerce, these African nations are not just building airports, they are building bridges to the future

A quiet revolution is underway in the skies above Africa. Driven by soaring economic growth, a burgeoning middle class, and strategic geopolitical positioning, nations across the continent are investing billions in state-of-the-art aviation infrastructure.

These are not merely airport upgrades; they are ambitious projects designed to transform Africa into a central node in the global network of trade and tourism.

From the shores of the Mediterranean to the heart of East Africa, here are the key projects set to redefine air travel across the continent.

TAKEOFF:



Ethiopia: The Crown Jewel: Hawassa International Airport (Bishoftu)

Ethiopia, already a continental leader with its flagship carrier Ethiopian Airlines, is making a monumental bet on the future of flight.

Previously known as "Abuser" (a likely phonetic misspelling of "Awasa," a city in Ethiopia), this project is on an unprecedented scale. Located in the town of Bishoftu, south of the capital Addis Ababa, it is poised to become the largest airport in Africa.

With a target completion date of 2029, its specifications are staggering: four parallel runways and a capacity for 110 million passengers annually.

This hub is the centerpiece of a broader vision to develop Bishoftu into a dedicated "aviation city," encompassing MRO (Maintenance, Repair, and Overhaul) facilities, cargo terminals, and an aerospace industry cluster.



Uganda: Kabalega International Airport

Uganda & Rwanda: East Africa's Rising Stars

Neighboring East African nations are also making strategic investments to capture a greater share of international traffic and fuel economic development.

Uganda: Kabalega International Airport – Currently under construction in the Hoima District, this new international airport is a critical piece of infrastructure for Uganda's nascent oil industry. More than that, it is designed to be a key driver for regional trade and tourism, opening up Western Uganda to the world and decongesting the main hub in Entebbe.



Rwanda: Bugesera International Airport

Rwanda's vision to become a regional logistics and conference hub is taking flight with Bugesera International Airport. The project is being developed in phases, with an initial capacity

designed to be scalable, eventually handling up to 14 million passengers per year. Its modern design and strategic location are intended to make Kigali a premier transit point in Central Africa.



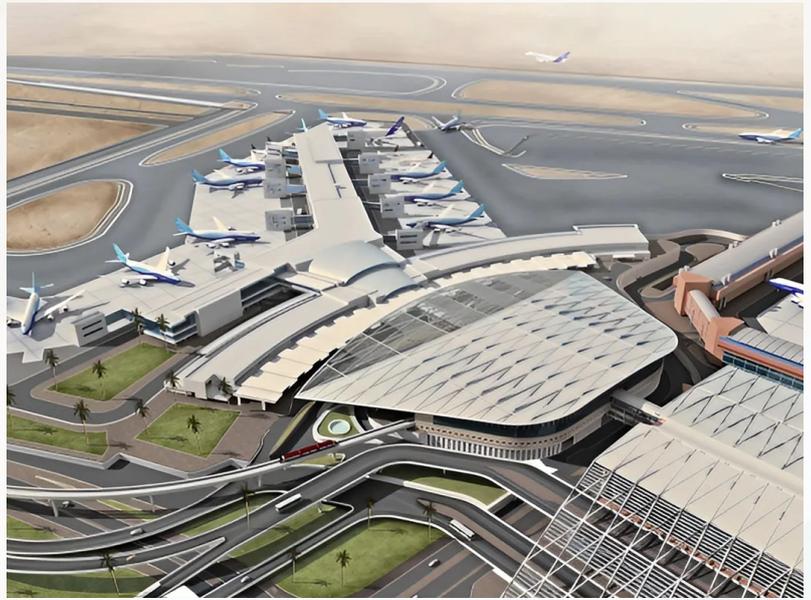
Egypt: Cairo International Airport Expansion

North & West Africa:

Expanding Established Gateways
The aviation boom is not limited to new Greenfield projects. Established economic powerhouses are significantly expanding their existing gateways to handle ever-increasing demand.

Egypt: Cairo International Airport Expansion As one of Africa's busiest airports, Cairo is undertaking a massive expansion.

The construction of a new Terminal 2, dubbed "The Grand Hall," is set to boost the airport's total capacity by an additional 30 million passengers by 2027. This will solidify its status as the primary gateway between Africa, the Middle East, and Europe.



Nigeria: Nnamdi Azikiwe International Airport Runway Expansion

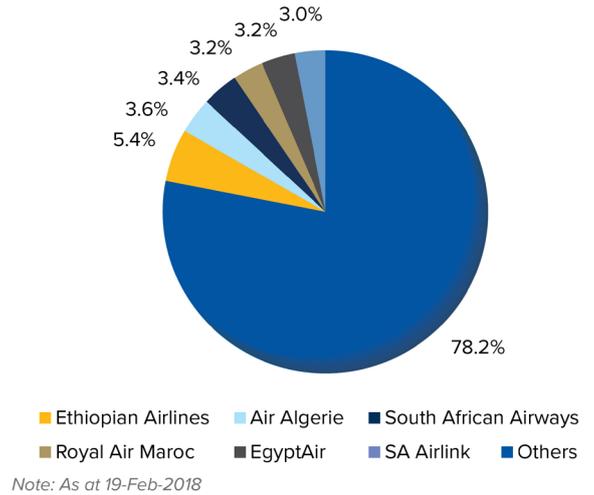
Africa's largest economy is addressing infrastructure gaps with major upgrades in its two most important cities.

Plans are advancing for a second international airport in Lagos to relieve pressure on the overstretched Murtala Muhammed International Airport.

Simultaneously, the capital city of Abuja is constructing a second runway at Nnamdi Azikiwe International Airport, a critical upgrade to improve efficiency and accommodate more flights.

KENYA AIRWAYS CROWNED AFRICA'S LEADING AIRLINE AT THE 2025 WORLD TRAVEL AWARD





Africa's Aviation Growth: Local Context, Global Opportunities

Wendy Cella Nyawede

Africa's aviation industry has long been viewed through a dual lens: a sector full of promise yet one that faces notable challenges. To be fair, many of these challenges are not unique to Africa.

Every region of the world grapples with its obstacles, from infrastructure gaps in Asia to regulatory hurdles in Europe or high operating costs in North America. What is important to recognize is that Africa's aviation sector is not standing still.

Progress has been made, reforms are underway, and innovation is shaping the future. Yet, for growth to truly take flight, both local and international stakeholders must adopt longer-term perspectives supported by localized strategies that reflect Africa's unique realities.

One of the most common oversimplifications is to treat Africa as if it were a single country. In reality, Africa is a continent of 54 nations, each with distinct policies, market dynamics, cultures, and ambitions.

This diversity must be acknowledged when designing aviation strategies. For example, just as no company would adopt the same approach to Vietnam as it does to India, despite both being in Asia, the same principle applies to Africa.

A strategy for Nigeria cannot simply be replicated in Kenya, and what works in Ethiopia may not necessarily succeed in South Africa. The aviation sector, by its nature, connects these countries, but the differences among them require careful adaptation rather than one-size-fits-all solutions.

This is where the importance of local context becomes paramount. It is not enough for global players to form partnerships in Africa in name



► **International companies** that embrace this transition early will position themselves as forward-looking, adaptive, and respectful partners, while those that cling to outdated practices risk being left behind.

▲ **Long-term success** will depend on progressively localizing or regionalizing leadership, entrusting Africans to steer the industry's growth.



only.

Genuine success demands that companies establish a real presence on the ground, employing and empowering individuals who understand the local environment intimately.

Local context is not just about knowledge of regulations or market behavior, but also about cultural nuances, consumer expectations, and even historical sensitivities that shape business environments.

Too often, decisions about African aviation are made far from the continent, in boardrooms abroad, without the input of those who live and work in the very markets being discussed. If the industry is to progress sustainably, this approach must change. Companies need to integrate local voices into leadership and decision-making, ensuring that strategies are not just externally designed but are rooted in the lived realities of each market.

Encouragingly, Africans themselves are beginning to lead this shift. The narrative of “Africa rising” often rang hollow in the past, but today there is

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LOCAL CONTEXT IS NOT JUST ABOUT KNOWLEDGE OF REGULATIONS OR MARKET BEHAVIOR, BUT ALSO ABOUT CULTURAL NUANCES, CONSUMER EXPECTATIONS, AND EVEN HISTORICAL SENSITIVITIES THAT SHAPE BUSINESS ENVIRONMENTS

a tangible sense of self-awareness and confidence across the continent. Africans increasingly recognize the worth of their knowledge, the depth of their expertise, and the value of their lived experiences within their own markets.

The era of foreign entities treating Africans as junior partners or passive participants is fading. In its place is the rise of African professionals, entrepreneurs, and policymakers who demand and deserve respect for the roles they play in shaping the future of their industry. This shift has major implications for the aviation sector. The old model, where expatriate leaders from the West were parachuted into African markets with little understanding of local dynamics, is no longer sufficient.

While such arrangements may still be necessary at the beginning of a project or investment, they must be treated as temporary. Long-term success will depend on progressively localizing or regionalizing leadership, entrusting Africans to steer the industry's growth. International companies that embrace this transition early will position themselves as forward-looking, adaptive, and respectful partners, while those that cling to outdated practices risk being left behind.

The road ahead will not be without obstacles. Africa still faces pressing issues such as high operating costs, limited infrastructure in some regions, regulatory misalignments, and the need for stronger intra-African connectivity. However, these challenges are not insurmountable. Many African nations are actively investing in infrastructure upgrades, refining aviation policies, and strengthening safety oversight.

Regional initiatives, such as the Single African Air Transport Market (SAATM), seek to harmonize regulations and open skies across the continent, offering enormous potential for growth. The momentum is there; what remains is ensuring that the strategies adopted are realistic, inclusive, and long-term.

Ultimately, the future of aviation in Africa will be shaped by those who understand that success requires both vision and context. It needs companies that are willing to invest not just in infrastructure but also in people—those who will carry the industry forward with insight and pride. Above all, it requires a recognition that Africa's diversity is not a complication to be overcome, but a strength to be embraced.

Africa's skies are opening wider than ever before. The question now is not whether the continent will play a central role in the global aviation landscape, but how quickly and effectively stakeholders can adapt to the realities on the ground. Those who act with foresight, humility, and respect for local expertise will be the ones to soar highest in Africa's aviation journey.

Credit: Afema Ronnie

AFRICA'S AIR CARGO LIFELINE:



How E-Commerce and Perishables Are Driving a Logistics Revolution

Vincent M. Mupenzi
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The future is in flexibility, We need narrow-body freighters for e-commerce, but also wide-bodies for flowers and seafood headed to Europe, the Middle East, and Asia.

Air cargo across Africa is in the midst of a remarkable transformation. Two powerful forces soaring online shopping and the urgent need to move perishables like flowers and seafood are reshaping fleets, airports, and logistics strategies. From Nairobi's flower exports to Addis Ababa's Coolport investments, the continent is adapting fast to stay competitive in the global supply chain.

From Farm to Market Overnight

Kenya's flower farms remain one of the clearest examples of air cargo's critical role. Every day, tonnes of roses and carnations are flown overnight from Nairobi to Europe, where they appear in shops within hours. Ethiopia, too, has built a reputation as a global flower hub, exporting directly from Addis Ababa using one of Africa's largest freighter fleets.

Meanwhile, West Africa's seafood producers are leaning on Lagos and Accra to ensure fish and crustaceans arrive in Europe and Asia at peak freshness. In these trades, the value of air transport is not in tonnes carried but in hours saved.

“Air cargo is the invisible bridge between African farms and European

consumers," says a Nairobi-based logistics manager. "Without it, the entire flower industry would wither."

The E-Commerce Wave Hits Africa

Alongside perishables, e-commerce is reshaping Africa's skies. Online marketplaces, fast-fashion retailers, and regional delivery apps are creating demand for high-frequency parcel flows. Unlike bulk cargo, these shipments need narrow-body aircraft that can fly multiple short-haul legs each day.

Integrators like DHL, Ethiopian Cargo, and Astral Aviation are expanding capacity, while local carriers experiment with passenger-to-freighter conversions of Boeing 737s and Airbus A321s to serve regional parcel networks.

Fleet in Transition

With new freighters scarce, conversions have become Africa's go-to solution. Ethiopian Airlines has already deployed Boeing 767 and 777 freighters, while Nairobi-based Astral Aviation is betting on smaller converted 737s for intra-African routes.

"The future is in flexibility," explains an Astral executive. "We need narrow-body freighters for e-commerce, but also wide-bodies for flowers and seafood headed to Europe, the Middle East, and Asia." Leasing and ACMI agreements are filling the gaps, especially during high-demand seasons such as Valentine's Day (flowers) or festive sales peaks (e-commerce).

Cargo Villages: Africa's Next Big Investment

Airports across the continent are investing heavily in dedicated cargo zones. Nairobi's Jomo Kenyatta International Airport has developed one of Africa's largest cold-chain facilities, designed to handle cut flowers, fruits, and vegetables with precision cooling. Addis Ababa, home to Ethiopian Cargo, boasts a vast "Coolport" that can process hundreds of thousands of tonnes of perishables annually.

Johannesburg's OR Tambo International is following suit, reconfiguring warehouse and apron space to support high-volume e-commerce and perishables flows. These cargo villages combine bonded warehouses, customs clearance, cold rooms, and truck parks—all designed to cut time and preserve quality.

Challenges on the Ground

Despite progress, bottlenecks remain. Limited freighter slots at peak hours, high handling costs, and customs delays can erode the benefits of advanced facilities. Cold-chain integrity is another



weak link: one lapse on the tarmac can mean millions lost in spoiled cargo.

Infrastructure gaps also persist in secondary airports, where exporters often face long road hauls before reaching international gateways. For perishable producers, every extra hour on the road is an hour lost on the shelf.

Africa's Opportunity

If there is one lesson from the cargo boom, it is that Africa has much to gain. With the right investments in fleet flexibility and cargo villages, the continent can secure its position as a global supplier of premium perishables while also riding the e-commerce wave.

Looking ahead, Nairobi, Addis Ababa, and Johannesburg will continue to anchor Africa's cargo map. Smaller airports in West and North Africa, from Lagos to Cairo, are poised to expand their role in seafood and express logistics.

For African exporters, the stakes are clear: the race is not just about moving goods—it's about moving them fast, fresh, and flawlessly.

"Air cargo is the invisible bridge between African farms and European consumers. Without it, the flower industry would wither."



AFRICA'S NEW AVIATION HUBS:

Building the Runways for Economic Transformation

A quiet revolution is reshaping Africa's economic landscape, not on the ground, but from the air. Across the continent, a wave of airport megaprojects, new terminals, expanded runways, and entirely new airports is underway.

This expansion is about much more than passenger comfort; it is a strategic effort to rewire the continent's connectivity, acting as a direct catalyst for trade, investment, and regional economic growth.

The driving force behind this boom is the recognition that modern aviation infrastructure is a critical multiplier for national economies.

The most consequential projects are

designed to unlock exports, attract foreign direct investment, and drastically shorten supply chains by enabling more direct international routes.

Strategic Hubs Leading the Charge
The transformation is visible in key strategic locations:

Lagos, Nigeria: The expansion of Murtala Muhammed International Airport (MMIA), West Africa's busiest hub, is crucial for Africa's largest population market. New terminals and apron infrastructure aim to reduce delays, increase slots for wide-body freighters, and expand cargo facilities.

This directly boosts importers and exporters, particularly in perishable value

chains like seafood and horticulture, by lowering trade costs and signaling Lagos's readiness for more long-haul routes.

Abidjan, Côte d'Ivoire: Positioning itself as a resilient West African gateway, Abidjan's airport has undergone upgrades to handle large wide-body traffic, including A380s, and higher cargo throughput.

Its pursuit of international sustainability accreditations makes it attractive to global carriers. This enhanced capacity is vital for regional trade corridors, shortening transit times for key exports like cocoa and perishables.

Egypt's New Administrative Capital (NAC): Here, aviation strategy is integrated with urban planning. The new



Capital International Airport serves a purpose beyond immediate passenger volume:

it is a long-term strategic asset to accelerate growth in a new commercial and administrative zone. By relieving congestion in Cairo and segmenting traffic, it supports new logistics and financial clusters tied to the Suez economic zone.

Addis Ababa, Ethiopia: Ethiopian Airlines and the government are scaling the highly successful hub model with a dual approach. They are expanding cargo and perishable facilities at the existing Bole Airport while planning a massive new gateway near Bishoftu.

This ambition solidifies Addis Ababa's role as a primary transit and cargo crossroads for Africa, boosting logistics and export opportunities for landlocked neighbouring countries.

The Continent-Wide Pattern and Economic Impact

This trend is not isolated. From Johannesburg to Nairobi, the pattern is clear: upgrades are systematically adding cargo villages, cold-chain capacity, and express courier zones alongside passenger terminals. The economic impact flows through three main channels:

Trade and Exports: Enhanced cargo capacity enables more direct freighter services, slashing transit times for high-value goods like cut flowers and fresh produce. This directly

increases export volumes and improves returns for producers.

Investment and Jobs: Airports act as powerful economic anchors, spurring the development of logistics parks, bonded warehouses, and hotels in surrounding districts. Projects like the NAC and Bishoftu are explicit attempts to use aviation to catalyse entire new urban economies.

Tourism and Business Connectivity: Modern facilities and more direct routes make cities more attractive for tourists and multinational corporations, providing a measurable uplift to local GDP.

Caveats and the Path Forward

However, new infrastructure alone is not a silver bullet. The economic returns can be blunted by persistent challenges, including unreliable power, customs inefficiencies, and poor road connections.

The critical lesson for policymakers is that terminal expansions must be paired with broader reforms: modernizing customs with digital clearance, ensuring reliable utilities, and investing in multimodal transport links to protect the crucial "last-mile" of the supply chain.

When executed holistically, these aviation projects are not just building airports they are building the foundation for Africa's next chapter of economic integration and growth.

▼ *The critical lesson for policymakers is that terminal expansions must be paired with broader reforms:*

▲ *Modernizing customs with digital clearance, ensuring reliable utilities, and investing in multimodal transport links to protect the crucial "last-mile" of the supply chain.*



Continent in the Clouds

The Great African Airline Expansion

Harriet James

Forget old notions of patchy service and empty prestige projects. A fierce battle for Africa's skies is underway, driven by economic boom, a new generation of travellers, and ambitious carriers. We analyse the key players and ask: who is winning the battle for 2025?

The story of African aviation has long been one of unfulfilled potential. For decades, it was a tale of costly tickets, fragmented routes, and struggling national carriers. But today, a profound transformation is cutting through the clouds. A "Great Expansion" is fuelling a fierce battle for the skies, reshaping how a continent of 1.4 billion people connects with itself and the world.

This isn't just about new planes; it's a revolution driven by Africa's booming youth population, rapid urbanisation, and a burgeoning middle class with money to spend. The stage is set for an epic contest between pan-African titans, agile low-cost disruptors, and powerful foreign giants. So, as we look to 2025, who is actually winning?

The Engines of Change: Why Now?

Several powerful tailwinds are propelling this aviation boom. First, the demographic dividend. Africa has the world's youngest population, and its cities are growing at an unprecedented rate. This creates a massive new market for business and leisure travel that old, inefficient airlines couldn't serve.

Second, the long-held dream of "Open Skies" is inching towards reality. The African Union's Single African Air Transport Market (SAATM) aims to break down protectionist barriers,

making it easier for airlines to fly between countries. While implementation is patchy, the philosophy is driving new bilateral deals.

Finally, strategic investment is pouring in. From modernised airports in Lagos, Nairobi, and Cairo to savvy foreign partnerships, the infrastructure and financial backing are finally catching up to the ambition.

The Contenders: A Four-Horse Race

The battle for dominance is being fought on multiple fronts by distinct groups of players.

1. The Pan-African Titans

Ethiopian Airlines: The Undisputed Incumbent. If there's a reigning champion, it's the carrier from the Horn of Africa. Ethiopian's strategy is brutally effective: a massive hub-and-spoke operation from its state-of-the-art Addis Ababa base, supported by a young fleet of Airbus A350s and Boeing 787s.

Strategic investment is pouring in. From modernised airports in Lagos, Nairobi, and Cairo to savvy foreign partnerships, the infrastructure and financial backing are finally catching up to the ambition.



Crucially, it's not just growing—it's building an empire by helping to launch and manage national carriers in Malawi, Zambia, and Guinea, effectively creating a network of feeder airlines. Verdict: Profitable, powerful, and the one to beat.

Kenya Airways: The Struggling Phoenix. Once a peer of Ethiopian, KQ has faced turbulent times. Its strategy now is one of recovery, backed by the Kenyan government and its strategic partner, Air France-KLM. Its focus for 2025 is less on aggressive expansion and more on achieving financial stability and optimising its valuable Nairobi hub. Verdict: A strong brand fighting its way back.

RwandAir: The Ambitious Challenger. Modelled on its larger Ethiopian rival, RwandAir is betting on quality service, a modern fleet, and the efficiency of its Kigali hub. With strong government backing and a reputation for excellence, it is methodically adding long-haul routes to compete directly with the giants. Verdict: The polished underdog with serious ambitions.

2. The Low-Cost Disruptors

This group is unlocking intra-regional travel by making it affordable.

Air Peace: The West African Game-Changer. This is the most dramatic story of the expansion. Starting as Nigeria's dominant domestic airline, Air Peace has exploded onto the regional scene, challenging the exorbitant fares that were the norm on West African routes.

Its massive order for Boeing 737 MAX jets signals its intent, and its new direct flight to London is a bold statement to foreign competitors. Verdict: The disruptive force capturing a massive home market and changing the rules of the game.

3. The North African Bridges

Carriers like Royal Air Maroc and EgyptAir continue to play a vital

role, using their hubs in Casablanca and Cairo as key bridges connecting the continent to Europe and the Middle East.

4. The External Giants

The Middle Eastern carriers (Emirates, Qatar Airways) and Turkish Airlines remain formidable forces. Turkish Airlines, in particular, flies to more African destinations than any other airline, siphoning traffic through its mega-hub in Istanbul.

So, who takes the crown in 2025?

For Pan-African Supremacy: Ethiopian Airlines. On sheer scale, profitability, and network depth, Ethiopian is the clear winner. Its strategic masterstroke of creating a federation of airlines gives it an unassailable advantage for continental dominance.

For Market Disruption and Regional Impact: Air Peace. The Nigerian carrier is the people's champion in West Africa. By slashing prices and offering a credible local alternative, it is winning the hearts, minds, and wallets of a vast population. It embodies the new spirit of African aviation.

The True Victor? The African Passenger. Ultimately, the biggest winner of this battle is the traveller. Increased competition means more choices, better service, and falling prices on historically expensive routes. The skies are finally opening up, and a continent is getting connected.

The Flight Path Ahead

The expansion is far from over. The coming years will be defined by consolidation (not every small carrier can survive), a focus on sustainable fuel technology, and the critical test of political will to fully embrace the 'Open Skies' vision.

One thing is certain: the era of empty skies over Africa is ending. The battle for 2025 is a vibrant, complex contest that signals a new chapter of economic integration and mobility for the world's next great aviation market.



Africa's Steady Climb In ICAO Safety Audits

Africa's aviation industry has long carried the reputation of being under intense scrutiny when it comes to safety. But the latest International Civil Aviation Organization (ICAO) safety audit results tell a more encouraging story: the continent is climbing steadily in its Effective Implementation (EI) scores under the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP-CMA).

The improvements are neither accidental nor cosmetic. They are the result of deliberate reforms, regional cooperation, and focused corrective action. Still, challenges remain and the gap between oversight maturity and operational safety outcomes continues to test Africa's aviation resilience. Take Senegal as an example.

After its most recent on-site audit, the country's EI score jumped to roughly 85%, representing a leap of more than 20 percentage points compared with its 2019 performance. This kind of dramatic improvement signals what can be achieved when states align corrective action plans (CAPs) with sustained political will and technical assistance.

Across the continent, ICAO's interactive USOAP data shows a similar trend. While a decade ago only a handful of African

states crossed the 60% threshold, today more than half are in that range, and several are pushing past 80%. Regional collaboration has been a game-changer.

The Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan) has given states a common roadmap. Through it, countries have been able to design National Aviation Safety Plans, adopt State Safety Programmes, and prioritize gaps identified in ICAO audits.

Despite measurable progress in oversight, operational safety indicators still lag. According to IATA's 2024 safety review, Africa recorded the highest accident rate of any region, even though fatality risk remained comparatively low. This illustrates a sobering reality: better EI scores don't automatically mean accident-free skies.

Issues like runway excursions, challenges with turboprop operations, and uneven implementation of Safety Management Systems (SMS) continue to drive incident statistics, not all states are moving at the same pace.

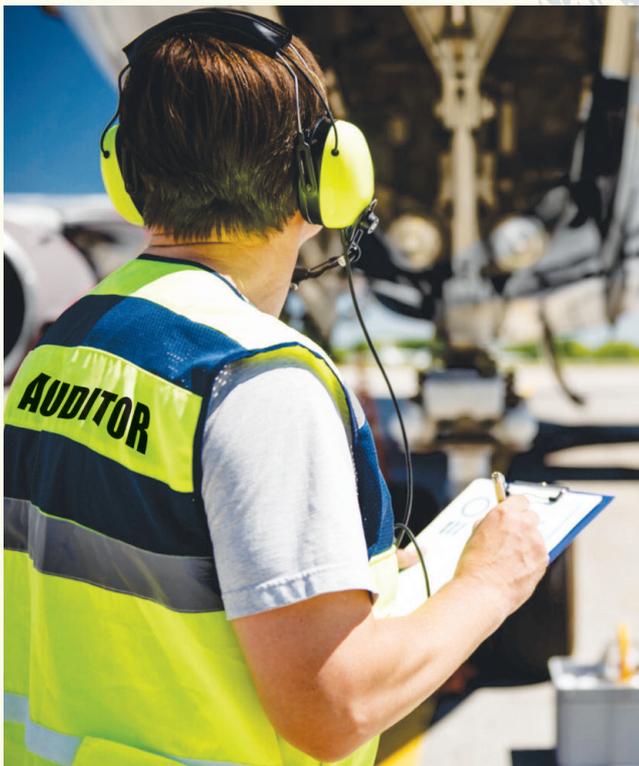
A few countries boast near-global best practice, while others remain stuck with scores under 50%. Personnel shortages, budgetary constraints, and political instability remain recurring hurdles. Many Civil Aviation Authorities (CAAs) still struggle to fund inspector training or sustain safety programs beyond donor cycles.

Looking ahead, experts agree that Africa's next big push must focus on turning oversight maturity into operational excellence.

That means investing in: data-driven safety programs, regional inspector exchange, sustainable financing models, and replicating success stories like Senegal's improvement.

The trajectory is positive but fragile. If regional collaboration, funding, and political support remain intact, Africa will continue to raise its safety oversight profile and, in time, its operational safety record. "Audit scores aren't just numbers they reflect how safe the skies above us really are.

- The AFI Plan has provided Africa with more than guidance; it has created accountability and momentum.
- Closing the oversight gap is just the first step. The real test is ensuring that airlines and airports internalize safety as a daily practice.
- Africa has proven it can climb. The challenge now is not to stop halfway up the mountain.
- The real victory will be when improved audit scores translate into fewer accidents on the ground and in the skies.





INSPIRING THE NEXT GENERATION OF AVIATORS

FTC Youth Internship Program Returns this December

The Flight Training Centre (FTC) continues to lead the way in nurturing the next generation of aviation professionals through its **Youth Internship Program**, a unique initiative that introduces secondary school students to the dynamic world of aviation.

Following the outstanding success of last year's edition, FTC is once again preparing to host the **2025 Youth Internship Program**, scheduled to run from **8th to 19th December 2025** at its Kajjansi campus.

Looking Back: A Transformational Experience

The 1st edition program attracted bright and motivated students from across Uganda who shared a common dream to explore the skies and understand the science and discipline behind aviation.

Over two immersive weeks, participants were introduced to a wide range of aviation disciplines including flight

operations, aircraft engineering, air traffic control, dispatch, and safety management. Students also gained hands-on exposure through interactive simulator sessions, aircraft maintenance demonstrations, and guided tours of operational facilities, giving them a first-hand understanding of what it takes to keep aircraft safely in the air.

For many participants, the experience was more than an internship, it was the moment they truly saw themselves as future aviators. Several interns have since maintained contact with the FTC team for further mentorship and career guidance, proving that the program is not just an introduction, but the beginning of a lifelong relationship with aviation.

What to Expect in December 2025

1. Building on the enthusiasm and success of last year, this year's program will offer even broader exposure and more interactive activities. Students can look forward to:

- Expanded technical sessions covering aircraft systems, dispatch planning, and flight performance.
- Interactive mentorship panels featuring pilots, engineers, and air traffic professionals from across the region.
- Career development workshops focusing on aviation training pathways, and opportunities.

The program will continue to target secondary and high school students aged 15–18 who are passionate about aviation and eager to explore career paths within the industry. All participants will receive a certificate of participation upon completion.

Join the 2025 Edition

Applications for the FTC Youth Internship Program (8th–19th December 2025) are now open. Interested students are encouraged to apply early to secure a slot in this transformative experience.

For eligibility details and registration, visit www.ftcuganda.com or contact the FTC Admissions Office.



AFRICA'S EMERGING PATH IN SUSTAINABLE AVIATION FUEL

Africa with its vast feedstock resources, renewable energy potential, and growing aviation market is uniquely positioned to play a role. The question is can the continent turn promise into production?

From Promise to Projects

Across Africa, SAF is no longer a distant concept. States and airlines are signing agreements, regional bodies are conducting feasibility studies, and ambitious projects are beginning to take shape.

South Africa: The HySHIFT consortium is developing one of the continent's most technically advanced SAF pathways. Using green hydrogen and Fischer-Tropsch processes, it aims to produce

synthetic e-kerosene a clean drop-in fuel that could anchor Africa's aviation decarbonization.

Ethiopia: Ethiopian Airlines signed an MOU with Swiss company Satarem to develop local SAF production and secure offtake agreements. Airline-led initiatives like this reduce investment risk and signal a demand pipeline for suppliers.

Kenya: ICAO-backed feedstock studies have explored water hyacinth and agricultural residues. Kenya Airways has committed to producing SAF by 2030, using degraded lands to avoid conflict with food production.

"Anchor airlines are crucial. When they commit to buying SAF, investors follow."



A Continental Canvas

Morocco is leveraging its renewable energy expansion and proximity to Europe to position itself as a SAF export hub for EU markets.

West Africa (Nigeria, Ghana, Côte d'Ivoire) is exploring SAF from agricultural residues and municipal waste, though most projects are still at the pilot or conceptual stage.

Feedstock: Abundance Meets Complexity

Africa's advantage lies in diverse feedstock: crop residues, forestry by-products, municipal waste, and used cooking oil. These can feed HEFA-based SAF today.

Meanwhile, countries rich in renewable energy – Morocco, Kenya, and South Africa can pursue power-to-liquid (PTL) SAF, using electricity to produce hydrogen, which is combined with captured carbon to make e-kerosene.

"Africa can lead in both worlds: bio-based SAF now, and synthetic SAF in the future."

Challenges remain: aggregating feedstocks, ensuring sustainability certification, and meeting EU or ICAO standards are all crucial for success.

The Roadblocks

Capital Intensity: Commercial SAF plants can cost hundreds of millions of dollars. Investors demand predictable buyers.

Policy Gaps: Few African nations have blending mandates or SAF incentives.

Technical & Human Capacity: Specialized engineers, refinery expertise, and regulators are limited.

Sustainability Verification: Only certified feedstocks will be accepted in international markets.

A Flight Plan for Success

Key accelerators include:

- Airline offtake agreements to de-risk investment.
- Supportive policies like tax incentives or blending mandates.
- Regional production hubs focusing on competitive locations.
- Blended feedstock strategies combining residues, waste oils, and energy crops on degraded land

Looking Ahead

Africa's SAF landscape is emerging. Technical ambition in South Africa, airline leadership in Ethiopia, national strategies in Kenya and Morocco, and abundant feedstocks across the continent have laid the groundwork.

The next 3–5 years will be decisive. Projects that secure financing and offtake while meeting sustainability rules will set the template for the continent's future.

"The real test is moving from pilots to plants and from ambition to fuel in the tank."

If Africa succeeds, it will decarbonize its aviation sector and supply markets in Europe and the Middle East, where SAF demand is growing rapidly.

Africa's skies may soon be powered by its soils, its waste, and its wind making the continent not just a hub of aviation growth, but also a leader in sustainable flight.



Can Africa's Flight Schools Keep Up with Rising Pilot and Technician Demand?



Eddah Waithaka

The aviation sector is in the middle of a global talent crunch. Airlines are taking delivery of new aircraft at record pace, fleets are expanding across emerging markets, and the demand for well-trained pilots and aircraft maintenance engineers (AMEs) is soaring.

For Africa, the stakes are even higher. With growing connectivity, a rising middle class, and the promise of the Single African Air Transport Market (SAATM), the continent will require thousands of additional aviation professionals over the next decade. But can Africa's current network of flight schools and training academies meet the challenge?

A Global Surge, a Local Bottleneck

Industry forecasts from Boeing and CAE paint a clear picture: the world will need hundreds of thousands of new pilots and technicians within the next 20 years. Africa, with its fast-growing airlines and increasingly liberalised skies, forms an important part of this story.

Yet, compared to global benchmarks, Africa's training infrastructure remains under strain. While the continent hosts renowned academies such as the Ethiopian Aviation Academy, South Africa's 43 Air School, and EgyptAir Training Center, the overall capacity of African flight schools is limited. Many operate with small fleets of training aircraft, insufficient simulators, and a shortage of instructors.

For students, the barriers are equally daunting. Completing the journey from ab initio to an airline-ready commercial pilot licence (CPL/ATPL) can cost tens of thousands of US dollars, a sum that places training out of reach for many aspiring aviators. Strengths and Regional Hubs

There are bright spots. Ethiopia's flagship academy is widely considered Africa's largest and most advanced, training not only Ethiopian Airlines' own cadets but also students from across the continent. South Africa remains a magnet for international trainees thanks to its established schools and favourable flying conditions. In North Africa, Egypt and Morocco have also invested heavily in aviation training infrastructure.

These hubs provide the backbone of professional pilot and AME training in Africa. But they cannot, on their own, absorb the scale



of demand forecasted for the next two decades.

The Weak Links

Several challenges continue to constrain the continent's capacity to train and retain aviation professionals:

Instructor Shortages: Experienced instructors are in short supply, with many leaving for airline jobs abroad.

Simulator Gaps: Full Flight Simulators (FFS) remain scarce and expensive, forcing many cadets to seek advanced training outside Africa.

Maintenance Training: Aircraft technician programmes lag far behind pilot training in both number and capacity, even though demand for qualified AMEs is just as urgent.

Regulatory Hurdles: Differences in national licensing standards and limited mutual recognition make it difficult for graduates to work across borders.

Closing the Gap

Meeting future demand will require coordinated investment and fresh approaches. Industry experts and regulators suggest a few practical pathways:

Airline-Backed Cadet Programs: Structured sponsorship and employment guarantees can ease the financial burden on students and secure airlines a steady pipeline of crew.

Regional Simulator Hubs: Shared facilities in strategic locations such as Addis Ababa, Johannesburg, Cairo, or Nairobi would reduce reliance on costly overseas training.

Scaling AME Programs: Expanding technician training through partnerships with technical colleges and MROs will be essential.

“Train the Trainer” Schemes: Accelerating the development of qualified instructors is a high-leverage move.

Policy Harmonization: Greater alignment between African civil aviation authorities would enable licence portability and make training investment more efficient.

The Road Ahead

Africa's aviation future is full of promise, but the industry cannot grow sustainably without the talent to fly and maintain its aircraft. Expanding training capacity is not just about building schools – it is about financing, regulation, and cross-border cooperation. The question is no longer whether Africa will need thousands of new pilots and technicians.

The question is whether its flight schools, regulators, and airlines can collaborate quickly enough to ensure that the continent's aviation growth is powered by home-grown talent rather than constrained by global shortages.

For now, the message is clear: Africa must invest in its people as much as it invests in its planes.



STRENGTHENING CALL SIGN 5X

Taremwa Spencer Agabus

Aviation school clubs play a significant role in a country's aviation promotion. Aviation clubs have a rich history as far as 20th century. Early aviation clubs like Curtis flying school (1910s) trained many civilian students who later became World War 1 flyers. The role of these clubs is beyond different careers in the industry. These clubs enhance safer more air transport industry globally from early mentorship of younger generations.

Young Ugandans have to be introduced to the industry by sparking passion and interest for the field. As one cannot love what they do not know. Our young generation need exposure

mostly to grow mentored and sustain a firm national aviation industry at home and globally. With most countries where planes are ended seen flying past houses and communities. Encouraging sensitization initiatives is needed to spark more interest in schools with information & activities provided through developing aviation clubs.

The skilling development through workshops, attending air shows, seminars and scholarship opportunities create a more knowledgeable generation. This is advantageous to the industry as it enhances role of safety with added trainings to the ones that pursue careers in their further studies.

Young generations connecting with industry professionals and role model figures builds valuable networking opportunities in mentorship, internship and job opportunities. Role of guidance is the most observed role in the industry as strict procedures



on aviation manuals has to be accounted for as consultation from senior personnel. Mentoring young generations on aviation creates a more safe, confident and sustainable industry for the country and region.

Aviation clubs will increase focus on STEM concepts too; Science, Technology, Engineering and Mathematics. The value of outcomes from developed talent saves country from unnecessary delays due to lack of experts in some technical fields. Creates more opportunities and develops local industry human resourcing that later boosts confidence for national and region as start to export the skilled and continually informed talent from early ages. Reference: Uganda Airlines recent engine overhaul with its approved maintenance

Organization on a CRS900 aircraft.

Such milestones show case the industry's potential boom with independence in managing critical aircraft maintenance.

Aviation clubs will enhance career development from leadership, teamwork and new problem solving skills encountered from knowledge and activities of the clubs. Some aviation documentaries like aircraft building and operations usually try to inspire anyone watching, role of safety and observing strict procedures. This always inspires young generations to look out for any irregularities in line of aviation operations when they enter the industry.

Aviation stake holders' engagements through aviation authorities. Airlines and partner industries like tourism participation in aviation outreach programs in support of aviation clubs through organizing airshows periodically to strengthen career marketing consistency for the industry. This helps students and enthusiasts to engage with the industry thus inspiring and building the next generation of aviation professionals.

From already community engagement success noticeable and established aviation activities like aviation soccer galas, cause runs and airshow partnered with aviation stake holders like Aviator Africa, Airlines, Aviation Schools, Tourism Industry, Uganda Pilots Association and Uganda Student Pilots Association . Benefits of these programs now turning into a culture can best be promoted and encouraged with strengthening of sensitization initiatives in schools across the country through developing aviation clubs.

Aviation school clubs will play a vital role in shaping the next generation of aviation professionals formally and informally. Through their follow up initiatives call sign 5X can be well understood to each Ugandan as UA for car number plates as our sky national pride. As Uganda is preparing for sector boom with more infrastructural and aviation investments, nurturing talents, inspiring innovation will promote a more efficient, dynamic and safe industry thus aviation excellence across the entire country and region.



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Flying Smarter:

How AI is Transforming Airlines and Airports

Eddah Waithaka

Artificial Intelligence (AI) is no longer the stuff of sci-fi. It's reshaping aviation at every level. From predicting aircraft maintenance needs to streamlining passenger flow, AI is helping airlines and airports fly smarter, faster, and more efficiently.

Predictive Maintenance: Catching Problems Before They Happen
Airlines are turning to AI to anticipate mechanical issues before they ground a plane. By analyzing vast amounts of sensor data, AI algorithms can forecast potential failures, enabling timely maintenance that prevents costly delays and enhances safety.

"Predictive maintenance ensures aircraft are always ready to fly saving time, money, and frustration."
This proactive approach not only keeps fleets airborne but also optimizes maintenance schedules, reducing downtime and operational costs.

Dynamic Pricing: Smarter Ticketing in Real Time
Gone are the days of static airfare. AI now allows airlines to adjust ticket prices dynamically based on demand, competition, and traveler behavior. This approach maximizes revenue while offering passengers competitive pricing.
By analyzing market trends and booking patterns, airlines can fill more seats while ensuring profitability a win-win for both airlines and travelers.

Baggage Handling: Tracking Every Bag
Lost or delayed luggage has long been a headache for passengers. AI is changing that by automating baggage tracking and routing. Machine

learning systems can predict potential bottlenecks, optimize sorting paths, and ensure bags reach the right destination on time.

"AI helps every suitcase arrive where it's supposed to and usually faster than before."
The result? Faster baggage delivery, fewer mishandled items, and smoother airport operations.
Passenger Processing: Faster, Smarter, Safer
From check-in to boarding, AI is streamlining every step of the passenger journey.

Facial recognition and biometric systems expedite processing, while predictive algorithms allocate staff to match passenger flow, cutting long queues and delays. AI can even anticipate peak travel times and reassign resources in real-time, keeping flights on schedule and passengers happy.

Real-Time Decision Making: Responding to Disruption
Weather delays, gate changes, or operational hiccups can wreak havoc on schedules. AI excels in processing multiple data streams to support rapid, informed decisions.

Cybersecurity: Protecting the Skies
As aviation becomes more connected, cyber threats rise. AI is helping airlines and airports detect unusual activity, flag vulnerabilities, and respond proactively to security risks. Protecting digital infrastructure ensures passengers and operations remain safe.

Sustainability: Reducing Aviation's Footprint
AI is also helping the industry go green. By optimizing flight routes, improving fuel efficiency, and refining maintenance schedules, airlines can cut emissions and reduce their environmental impact.

Final Boarding Call
From predictive maintenance to dynamic pricing, smarter baggage handling, and streamlined passenger processing, AI is quietly revolutionizing aviation. The result? Safer, more efficient operations, happier travelers, and a more sustainable future.
Air travel is already smarter thanks to AI and the journey is only just beginning.



ZHU Tao

VICE PRESIDENT OF HNA
AVIATION GROUP AND
CHAIRMAN OF HAINAN AIRLINES

HNA

 海南航空
HAINAN AIRLINES



ZHU Tao, tells Graham Newton that a quality service is an essential part of business success



Qn) Can you tell us about your recovery from the pandemic and the strategy you put in place to return to profitability?

Ans: Despite an unchanged fleet size from the pre-pandemic level, Hainan Airlines achieved an 11% increase in daily aircraft utilization in July 2025 compared with the same period in 2019. Domestic passenger traffic in China recovered to 109% of 2019 levels while domestic passenger revenue grew 15.3% compared with 2019. This revenue growth played a pivotal role in turning losses into profits.

Qn) How have you controlled costs?

Ans: The pandemic led to a sharp drop in airline revenues, making stringent cost control a survival imperative. The company has optimized internal processes, improved operational efficiency, and enhanced cost control across multiple dimensions to reduce expenses while maintaining high-quality service. These measures have effectively lowered operational costs and improved overall profitability.

The company established a comprehensive cost control mechanism to ensure cost management penetrates top-down into all business units. Through targeted plans, over 3,000 control points were addressed from 2022 to July 2025, achieving cumulative cost savings of nearly CNY10 billion.

Qn: How fast do you expect the Chinese aviation market to grow, and will the infrastructure be able to cope?

Ans: There is a strong correlation between civil aviation and economic development. China's economy is expected to maintain steady progress in the future, with GDP growth likely to remain above 5%. Consequently, the growth rate of China's aviation market has transitioned from its previous, pre-pandemic high-speed expansion to a more stable phase, with an anticipated average annual growth rate of 6% to 8%.

With the continuous upgrading and commissioning of infrastructure in recent years, including airport relocations and the operational launch of new terminals, the sector is projected to meet future development demands.

Qn: What other challenges are there in China and in the region?

Ans: China's high-speed rail (HSR) development has attracted global attention, with the network poised to achieve a comprehensive eight vertical and eight horizontal layout. Although the acceleration of HSR in eastern regions and further

connectivity expansion in central and western regions will promote regional integration and economic synergy, they also present multifaceted challenges.

Qn: How important is accepting new forms of payment and will the Chinese digital currency being in the IATA BSP help?

Ans: In the Chinese market, adopting new payment methods is not only a technological question but also a strategic imperative to maintain business competitiveness, expand customer reach, and comply with regulatory trends. Enterprises should proactively integrate diversified payment solutions to adapt to the rapidly evolving financial ecosystem.

Qn: How Will China's Digital Currency (e-CNY) benefit IATA's Billing and Settlement Plan (BSP)?

Ans: The inclusion of e-CNY in the BSP will bring multiple advantages to the global aviation industry and the internationalization of China's financial system, including:

- Improving cross-border settlement efficiency and lowering transaction costs.
- Boosting RMB usage in global aviation markets, allowing overseas agents to directly settle payments for China-bound flights in e-CNY.
- Optimizing liquidity management, as e-CNY helps airlines recover funds faster.
- Enhancing payment security and transparency, reducing fraud and money laundering risks as e-CNY's controlled anonymity and blockchain traceability help combat fake ticketing and black-market payments in BSP systems.
- Advancing aviation's digital transformation, as e-CNY can be embedded into digital distribution systems, supporting dynamic pricing and instant payments for ancillary services.

Qn: What will have the biggest impact in the future?

Ans: Aviation is undergoing unprecedented and profound transformations. Digital and intelligent technologies are being integrated into every aspect of aviation operations with remarkable depth and breadth, bringing both new opportunities and challenges to the industry's development.

As a key player in China's private aviation sector, Hainan Airlines is actively embracing digital and intelligent transformation. Through a series of innovative initiatives, the airline is reshaping the core of its operational intelligence, driving comprehensive innovation from top-level design to project development.

Credit: Hainan-Airlines_952968922





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THE FORTY-SECOND ICAO ASSEMBLY

REVIEW

The 42nd ICAO Assembly, held from September 23 to October 3 2025 in Montreal, marked a pivotal moment for international civil aviation amid pressing global challenges and divergent views on the sector's future direction. Africa's United Push in Global Aviation

Governance

Under the theme "United for Greater Representation," Africa emerged as a strong block in this session, putting forward candidates for expanded representation on the ICAO Council.

The bloc included Egypt, Nigeria, and South Africa in Part II (based on contributions to air navigation infrastructure), and Angola, Equatorial Guinea, Mali, Morocco, and Uganda in Part III (geographic representation).

Africa also proposed key agenda items focused on enhancing regional accident investigation capacity, fostering harmonized safety oversight, and supporting sustainable aviation through continental initiatives like CORSIA, Sustainable Aviation Fuels (SAF), and the Single African Air Transport Market (SAATM).

ICAO Council Elections Highlight Russia's

Exclusion

Russia's attempt to regain its ICAO Council seat was rejected, receiving 87 votes—six short of the required majority. This defeat reflected persistent global concern over Russia's 2022 Ukraine invasion and alleged aviation safety violations, including interference with navigation systems.

Policy Debates and Industry Pushback

The Assembly's discussions were marked by tensions around ICAO's scope. The U.S. criticized the body for prioritizing social and climate issues over its core mandate of aviation safety and security, calling for reforms.

Meanwhile, destinations such as France, Kenya, and Barbados advocated for premium aviation taxes—a proposal met with resistance from the U.S.

Climate Action Under Scrutiny

Despite affirming its 2050 net-zero aviation goal, the Assembly faced criticism for weak climate leadership. A report from InfluenceMap accused ICAO of being "captured" by industry interests, displaying

poor transparency and overreliance on corporate involvement in decision-making.

Industry representatives continue to dominate forums, raising doubts about the ART (Aircraft Revenue Tax)'s efficacy in achieving meaningful emissions reduction. Airports Council International (ACI) Agenda

ACI advocated for actionable solutions in line with soaring air traffic: airport certification, facility access to renewable energy, passenger facilitation through digital IDs, and modernization of slot policy frameworks.

Business and General Aviation Input IBAC emphasized sustainability, cited strides in noise/CO₂ reductions, and called for harmonized frameworks to support emerging sectors including advanced air mobility.

Resolutions and Working Papers

Substantial working papers addressed facilitation, air navigation modernization, and security. Notably, several called for depoliticizing ICAO's technical activities and strengthening global GNSS resilience.



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Cyber Rattling

Is increasing digitization of aviation opening up a pathway to cyber risk?

There are few places in the aviation industry where it is possible to get away from digitization. The cyber estate of aerospace is huge and getting ever larger. This creates numerous benefits in an industry still recovering from the effects of the pandemic and, as airlines and the wider aviation industry seek to create a trajectory back to pre-Covid levels of profitability, any cost, no matter how small, is carefully scrutinized.

Technology is seen to be the ubiquitous source of increased efficiencies. Take, for example, the ways in which aircraft engines are routinely monitored remotely throughout their time in the air.

Telemetry keeps the engine manufacturers aware of potential non-nominal performance and adjustments can be made in flight and maintenance scheduled when it is required rather than on a routine basis.

New developments in machine learning, such

as unsupervised classification, can spot aberrant behaviors where instrumented variables change their normal parameter range, suggesting the development of a defect that requires intervention.

The health and safety benefits that arise from such detailed scrutiny of engines is obvious, especially when contemporary designs operate at the edges of technical know-how.

Airlines, of course, are not looking to technology purely for efficiency gains. They are always seeking new sources of revenue. The ability to send and receive emails, to work while in the air and accessing the internet, has always been a source of potential revenue.

For those who spend time travelling the world, such as a lot of airline and aviation business executives, being able to tap into their emails while they are away from their desks means a smaller list to deal with when



HOW WOULD AN AIRLINE RESPOND IF SUDDENLY ON THE SCREENS IN THE CABIN NOTIFICATION OF A RANSOMWARE ATTACK WERE TO APPEAR?

they get on the ground.

First step to cyber sabotage

However, all these benefits have introduced potential for downsides. As the aviation industry becomes increasingly digitally reliant, taking such a pathway clearly carries significant risks, most notably within its cyber estate.

The larger it grows, the more risks appear that people with malign intent can exploit. Imagine how an airline would respond if suddenly on the screens in the cabin notification of a ransomware attack were to appear? Suggesting that the aircraft is, to all intents and purposes, being taken over by a non-state actor that is now asking for money to release the aircraft back to the pilot and the airline.

Some, of course, will question the credibility of such ideas. After all, with limited knowledge of the pervasive nature of the cyber estate and its ever-wider encroachment into the aviation industry, some perhaps underestimate the seriousness of the problem. An aeroplane in the air or taxiing on the ground is a highly connected element of what is becoming an increasingly digitized environment.

areas where cyber espionage needs to be undertaken. Media reports suggest that a significant part of the C919 airliner design was appropriated through such means.

Securing aviation's cyber estate

These examples provide a worrying pointer to what is clearly becoming a new threat vector for the aviation industry. Lessons emerging from the current conflict in Ukraine point to Russia conducting a series of cyber activities that are way larger than previous military operations.

Since November 2021 more than 50 campaigns have been logged by those who monitor cyber activities, many of these being launched by phishing attacks using emails with attachments that seem relevant to a user. Once the attachment is opened the malware gets to work. Encryption is part of the solution and this should be in place for data both on the move and at rest.

But how much encryption do you need?

Faced with the stereotypical cyber terrorist, seeking to take control of an aircraft and crash it into a city, relatively low levels of encryption are hard to overcome. Barriers to non-state actors are relatively easily raised but for state actors, some of whom are seeking the advantages offered by the new



Soon it is possible that even an air traffic controller could be an avatar. An analysis of a recent event suggests that the omens are not great. At one level a number of state actors have been attacking the aviation industry for many years, seeking to gain a commercial advantage.

Many military commentators have noted similarities in designs between new aircraft fielded by China, as an example, with Western counterparts. Examples of what is called cyber espionage litter published material and it is a routine hazard faced by major corporations which have started to wake up to the loss of intellectual property rights that has occurred in the past two decades.

It has been well documented how China sets out its strategic plan for economic development in a way that makes it clear those

generations of quantum computing, a whole new approach needs to be deployed if

satellite communications are to remain resilient to attack. The aftermath of the loss of Malaysian Airlines Flight MH370 in 2014 saw a number of people using the media as a way of raising awareness of the potential for cyber-attacks to be directed at aircraft in flight. Several commentators sought significant media attention by suggesting the airliner had been taken over by a cyber-attack.

Although their claims soon melted away in light of reporting information derived from the sitcom systems employed by the aircraft, the debate was an important one. It resurfaced an issue that had long been buried away after having briefly emerged in the post 9/11 world.

UNLOCKING SEAMLESS TRAVEL:



Eddah Waithaka



As the aviation industry enters a new phase of digital transformation, the question is no longer whether airports and airlines should modernize identity verification—but how fast they can do it. At the heart of this shift lies a suite of technologies that promise to redefine how travelers move through airports: Verifiable Credentials (VCs) and Decentralized Identifiers (DIDs).

This was the central theme of Leaders Week, a high-level forum hosted by Qantas in March 2025, bringing together senior aviation stakeholders and government representatives from Australia, Canada, China, New Zealand, the United Kingdom, and the United States. The collective message that emerged was clear: the aviation sector must move urgently and collaboratively to adopt digital identity systems that enhance both security and passenger experience.

Security, Trust, and Efficiency in a Borderless World

Today's identity verification processes are often complex, manual,

and inconsistent across borders. Physical documents remain vulnerable to fraud and human error, and redundant security checks continue to create friction at every step of the journey. Implementing digital identity tools—such as VCs and DIDs—offers a transformative alternative.

Verifiable Credentials are tamper-evident, cryptographically secure digital representations of identity data issued by trusted authorities. When paired with Decentralized Identifiers, these credentials empower passengers to present proof of identity without handing over personal data unnecessarily or relying on centralized databases.

This architecture addresses multiple pain points in the current system. It enhances document integrity, reduces the risk of identity theft and unauthorized access, and streamlines verification processes. Most importantly, it allows passengers to move through borders with fewer interruptions, while maintaining the highest standards of data protection and regulatory compliance.



A Common Vision with Global Standards

The momentum for digital identity in aviation isn't happening in a vacuum. Initiatives like IATA's One ID and ICAO's Digital Travel Credential are laying the groundwork for a globally harmonized identity ecosystem. The vision is ambitious but achievable: a seamless, paperless, and privacy-respecting journey from curb to gate and across borders.

These frameworks provide technical and policy blueprints that countries and industry stakeholders can align with. However, implementation remains uneven, and scaling these solutions requires more than just consensus. It demands investment in infrastructure, regulatory alignment, and coordinated stakeholder engagement across the aviation value chain.

Piloting the Future: From Concept to Reality

One of the most promising developments in this space is the growing number of digital identity pilots taking place at major international hubs. These programs are helping governments test and refine technologies before full-scale deployment. They also serve as invaluable case studies for how digital ID can improve operational efficiency, reduce congestion, and enhance the passenger experience.

To be successful, however, these efforts must go beyond testing technology. They require planning for change management, ensuring staff readiness, and conducting rigorous journey simulations to assess real-world impact. The benefits of these pilots extend beyond airports. Lessons learned can be applied to other sectors such as immigration, customs, and national ID programs.

At AviaPro Consulting, we understand that digital identity isn't just a technology upgrade—it's a fundamental shift in how aviation systems operate. That's why we work closely with governments, airports, and airlines to build strategies that are resilient, scalable, and aligned with international best practices.

Our support spans the entire lifecycle of digital identity transformation:

We advise on digital ID strategy and policy, helping clients navigate the evolving landscape and align with ICAO and IATA guidance.

We provide technology integration services, ensuring that VC and DID tools are implemented securely within existing systems. We conduct passenger journey mapping and simulation to anticipate challenges and optimize the user experience.

We lead capacity building and change management efforts to prepare teams and align internal operations.

And we manage end-to-end pilot programs, from initial planning through testing, deployment, and post-implementation review.

Digital identity has moved from the margins to the mainstream of aviation innovation. It is no longer a question of "if," but "how quickly." AviaPro helps clients navigate this critical transformation, ensuring that security, efficiency, and trust remain at the core of global air travel.

Credit: AviaPro Consulting

Lufthansa Cargo Uses **AI** To Process Booking Requests



Wabwire Fredrick

Lufthansa Cargo has recently started utilizing a software solution developed internally to automatically enter booking requests received by email into the airline's booking system. "This is made possible through the use of artificial intelligence (AI) and robotic process automation (RPA).

Consequently, requests for the desired route can be processed even faster. Customers then receive a fully automated booking confirmation instantly.

Urte Wirtz, Head of Global Sales & Product Management, Lufthansa Cargo says: "The majority of direct booking requests are already submitted via our website or booking platforms.

Nevertheless, our sales teams still receive numerous enquiries in unstructured emails in which shipment data is listed in plain text or other file formats. Until now, these had to be transferred manually into our system.

Automating this process and entering the data simultaneously into our booking system saves time, particularly at the interface between our employees and our customers. Our forwarders also benefit from automated

booking confirmations and faster processing.

This increases efficiency and reduces the error rate of incorrectly transferred data on both sides. "Numerous automation projects are already being implemented at Lufthansa Cargo.

With this new project, we have introduced another time-saving process at the interface with our customers. With fewer manual tasks, our sales teams, in particular, have more time for personal dialogue with our customers.

This once again demonstrates that we are actively driving the digitalization of the air freight industry and embracing new technologies." The expansion of the new booking process to other product groups is already in preparation.

Lufthansa Cargo has been operating its own AI & automation community within the company for around a year now. Experts here evaluate and implement potential automation projects. Last year alone, this resulted in around ten new projects, which are now in the pilot phase or already in regular operation. "The technological possibilities offered by AI and RPA ideally complement our digital portfolio.

Combined with our core applications, such as the revamped booking platform, they offer a wide range of automation potential that we can implement much faster and more efficiently than just a few years ago," says Jasmin Kaiser, CIO, Lufthansa Cargo.



PILOT MENTAL HEALTH



Can AI-powered psychological assessment help?



There is a lot of interest in whether these 'risk people' can be psychometrically assessed for 'quality fit' in the way that a component can be for risk management. Currently, we have a reactive approach (somebody has an event, the behaviour is problematical, a professional assessment is made and a diagnosis and treatment plan defined).

The reference sources for mental health issues are the Diagnostic Systems Manual v5.0 (DSM5) and the World Health Organization (WHO) International Classification of Diseases v.11 (ICD11). One way of standardizing assessments to provide validity, reliability and utility information as part of an assessment is through the use of psychometric (psyche – soul, metric measure or enumerate) tools.

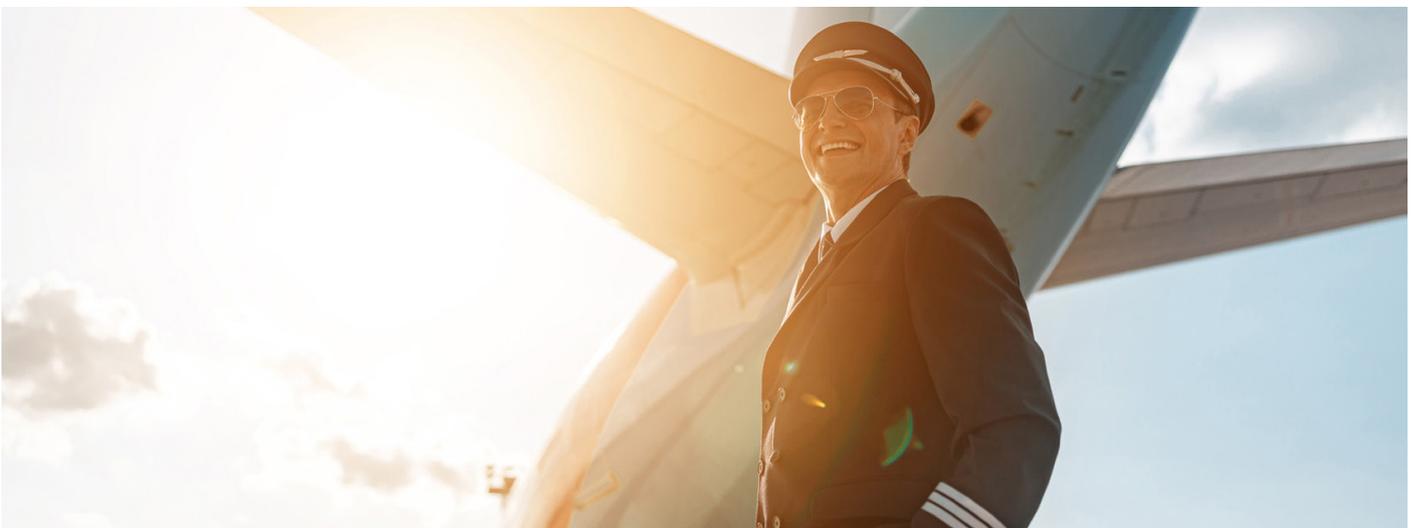
A poor psyche

Where does this leave civil aviation if we want to identify and mitigate the risk posed by poor mental health to safety and performance? I would argue that there are several possible ways to move towards the 'metros' of 'psyche' that may be worth considering, although they all have both knowledge and practical limitations in achieving the goal of assessing an individual for the level of risk posed to safety. These need to be

both remembered and considered when looking at the role of psychological assessment in civil aviation.

Standardized psychometric assessment tools

1. Quantitative (psychometric) and qualitative (interview) elements. In most jurisdictions the assessment must be delivered by a suitably qualified and accredited individual to have any legal standing.
2. Using an AME on an annual or biannual basis as part of the medical requirements for licensing. Under EASA Regulations new entry pilots must have a 'psychological assessment' undertaken by an accredited aviation psychologist, as do pilots changing airlines.
 - a. With normative benchmarking to the relevant pilot population (not all pilots are from a Western culture), could provide a valid, reliable, scalable and practically usable assessment type that could point to diagnostic standards of mental health conditions of the type in the DSM-5 and the ICD-11 at the time of delivery.
 - In the US currently, the Minnesota Multi-Phasic Personality Inventory (MMPI) is used in areas of aviation recruitment. The MMPI was originally developed to address personality and psychopathology issues for individuals.
 - The MMPI, having a clinical background, being prescriptive in nature and requiring a licensed psychologist or other medical professional to deliver it, may pose a challenge for a more widespread use in the industry.
 - What might be a better approach would be a non-prescriptive assessment, linked to the DSM-5/ICD-11 structure, which is shorter and could be delivered at scale by supervised non-licensed staff.
 3. There are already several contenders that could, with limited development, meet the validity, reliability, scalability and usability criteria that the industry would require using the same fundamental approach of the psychological assessment.
 - a. The Structured Clinical Interview for a DSM SCID-5 assessment.
 - The possibility exists for this to meet the 'current state' assessment in an industry standardized fashion so that all individual assessments are comparable on a large scale.
 - Unlike measures, like the existing MMPI, it does not require statutory licensing to use and can be deployed at scale under the supervision of a licensed professional by trained administrators in an organization.
 - The validity and reliability of the SCID-5 lies in the measure itself, not the individual delivering it.
 - b. This contender might be based on the online assessment technology approach of the type represented by the USbased Clinicom technology.
 - This approach uses an online assessment which is 'mapped' to the DSM-5 categories, the output of which can inform a clinician's decision-making regarding an individual's mental health state.
 - The approach also uses machine learning (ML) to facilitate the assessment, but is a decision aid, not a prescriptive diagnostic tool.
 - c. The issue for safety risk with these forms of assessment is that they are a 'state now' assessment, not a predictive assessment.
 - d. The use of this form of assessment, enhancing what is done now in supporting professional judgement with standardised procedures and data should be relatively uncontentious, their utility high and their cost relatively low.
 - e. Either of these approaches, or a similar equivalent, may be the basis of a standardised 'now' assessment with implications for individuals to be negotiated and defined.
 - f. By using a standardised approach, collection and collation of population data becomes feasible, possibly allowing the use of data analytics and machine learning to identify patterns



which could inform risk management approaches on a large scale.

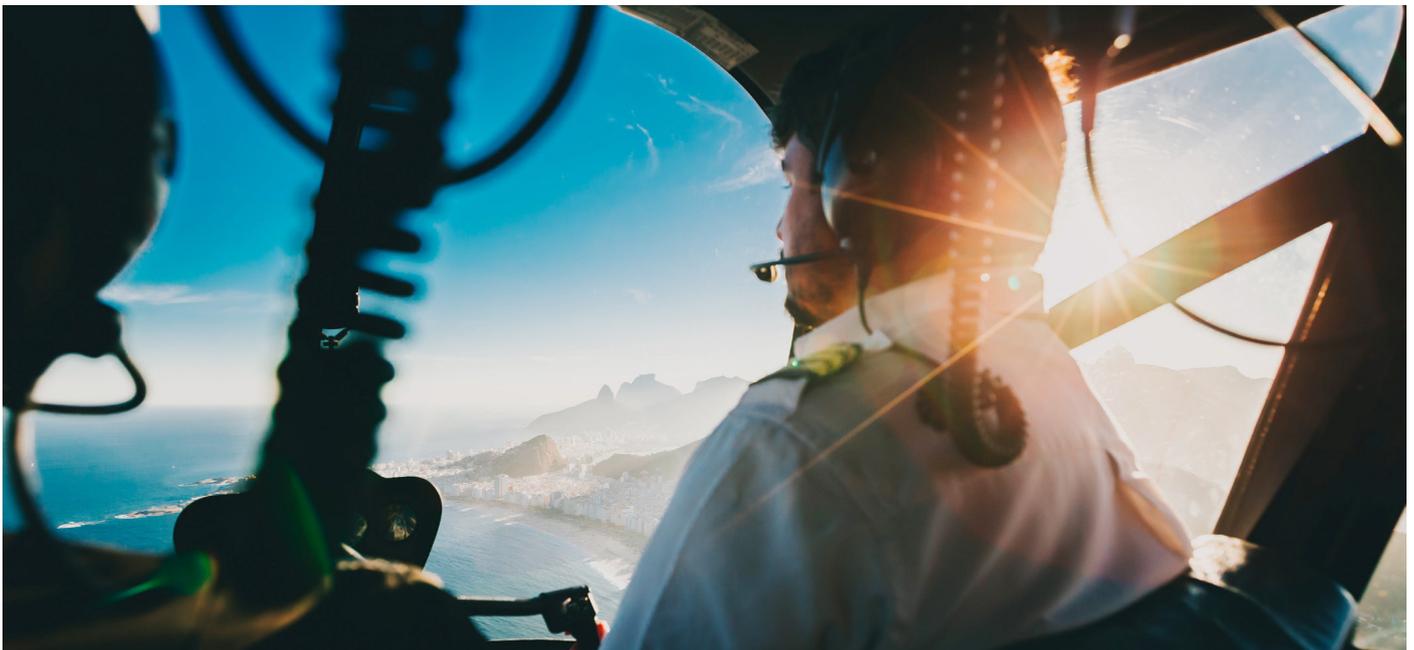
4. Predictive psychometric assessment tools
The 'holy grail' of the concept of psychological assessment is one that can tell the assessor what the future state of the individual will be based on a 'now' assessment. In an age of artificial intelligence (AI) and ML are there possibilities that we could find an answer there?
5. Speech, actions, social and digital 'footprints', and associated criteria, can AI or ML perhaps provide us with appropriate insights to create a 'predictive assessment'?

AI and ML have the ability to look across large data sets and see connections and correlations that defy human understanding. They are promoted as having the ability to 'see' what humans cannot in a sea of data and develop new insights beyond human capabilities.

Some technologies based on AI and ML that could inform a debate on the topic of predicative assessments in civil aviation from a clinical, operational, technological and legal perspective.

- Detection and Analysis of Psychological Signals. A technology, developed by MIT for the US Veterans Administration to remotely monitor specific mobile phones, registered mental health and wellbeing-related behavioural indicators for a dispersed population of individuals undergoing clinical support programmes.
- The system can automatically flag up to a designated clinician when an individual's indicators exceed specified bounds, triggering an intervention.
- ii. Prosodic and linguistic analysis of naturalistic speech patterns when using mobile phone technology on an idiographic and normative basis (the personal patterns and a designated normative group pattern).
- Monitoring Heart Rate Variability in individuals using mobile technology on an idiographic and normative basis

- In cockpit monitoring and assessment of video imagery of an individual, mapping behavioural indicators to both idiographic and normative responses to situational variables as a predictive approach.
 - Technology using electronic and social media 'digital footprint' data to assess the psychological and mental health state of individuals has been deployed before (think Cambridge Analytica) with evidence that it cannot only assess psychological state, but also provide insight to alter it in a chosen direction at an individual level.
 - Using chatbots to assess individual responses to structured conversations and monitor their 'digital footprints' continuously which could integrate some, or all, of the preceding possibilities into a 'pseudo-clinical on-condition monitoring' approach as a standardized psychological assessment.
- c. AI and ML approaches are, at best, distant potentials that would require significant research and development before we could have any view of how they could meet the validity, reliability, scalability and usability criteria that the industry would require, let alone the legal issues related to the possibility.
 - d. The possibility for this form of approach to meet even the 'current state' assessment in an industry standardised fashion so that all individual assessments are comparable would need to be established before any predictive use was considered.
 - e. The challenge with this form of assessment would be in its probabilistic nature, and possibly being seen as a 'black box' technology, if used as a predictive assessment. Any AI or ML approach would likely be highly contentious, its utility uncertain, and its cost relatively high (developing AI and ML models is expensive). All of these would need consideration before any policy could be formulated.



GULFSTREAM

Gulfstream Launches New Business Jet with Longest Cabin Class in the World

Namukasa Joan

Gulfstream introduces the G300, a next-generation super-midsize jet with advanced avionics, extended range, and premium cabin feature.

Gulfstream Aerospace has officially launched its latest business aircraft, named Gulfstream G300. It is a clean sheet super midsize jet designed to succeed the G280.

Gulfstream President Mark Burns emphasized that the G300 builds on the foundation laid by the G280, while introducing major advances in cockpit systems, cabin comfort, and safety.

During the launch event, Gulfstream revealed that a full scale mockup and confirmed that the first production airframe was already in place.

The G300 carries up to ten passengers in a two zone cabin, which Gulfstream describes as "the longest cabin in its class." The interior will feature Gulfstream's signature panoramic oval

windows and a whisper quiet cabin environment. It will also have a 100% fresh air system supplemented with plasma ionization for enhanced air quality.

The G300 offers a range of 3,600 nautical miles at Mach 0.80, and 3,000 nautical miles at Mach 0.84, allowing non stop missions across commonly trafficked intercity routes. The jet can cruise at 45,000 feet, and at 41,000 feet, the cabin altitude remains at a relatively low 4,800 feet.

The cockpit is highlighted by the new Harmony Flight Deck, with six large touchscreen displays and an intelligent Phase of Flight system that adapts presented information to each leg of a mission.

Additional features include a Synthetic Vision Primary Flight Display (3D runway/terrain visualization) and a Predictive Landing Performance System that estimates stopping distance in real time.

Power comes from a pair of Honeywell engines driving a swept wing optimized for efficiency and performance. Photo: Gulfstream



AM G300



Development & Market Positioning

Gulfstream has logged nearly 22,000 hours of systems lab testing, simulated flights in its Integration Test Facility. It also has close to 2,000 hours of ground testing on the first production airframe.

Two further test aircraft are under construction for the certification campaign. As the G280 is phased out, the G300 will take its place in Gulfstream's fleet.

The G300 enters a competitive super midsize market that includes the Bombardier Challenger 3500, Cessna Citation Longitude, and Embraer Praetor 600. These are aircraft that typically carry eight to twelve passengers over ranges of around 3,000 to 3,500 nm.

Gulfstream is positioning the G300 as a step ahead in cabin length, advanced avionics, and overall comfort in this contested

segment.

With the G300 now joining Gulfstream's lineup alongside the G400, G500, G600, G700, and G800, the firm bolsters its next generation family of jets as it looks to attract buyers seeking cutting edge technology and elevated passenger experience. Bottom Line

By combining cutting-edge avionics, enhanced cabin comfort, and competitive range capabilities, the G300 is positioned as a premium successor to the G280 and a strong challenger to its rivals.

As development progresses and the aircraft moves toward certification, the G300 signals Gulfstream's continued commitment to innovation and leadership across all segments of business aviation.





Bombardier *Global 7500* *Business Jet*

Sets 150th Speed Record

Wanyana Maureen



Bombardier executives announced that its Global 7500 business jet has achieved a historic milestone with its 150th speed record, more than any other business aircraft type in history.

The ultra-long-range jet has secured city-pair records including Tokyo (HND) to Los Angeles (LAX), Toronto (YYZ) to Paris (CDG), New York (JFK) to London (LHR), and Hong Kong (HKG) to Montreal (YUL).

The aircraft has consistently demonstrated speeds surpassing 1,000 km/h on 20 record-setting missions, highlighting its ability to connect key global hubs with unmatched efficiency.

The Global 7500 has also set the longest flight ever recorded in business aviation—a nonstop 8,225 nautical mile (15,232 km) journey from Sydney (SYD) to Detroit (DTW).

Bombardier Global 7500 150th Speed Record
The Global 7500 continues to define the standard for performance in its category. With a top speed of Mach 0.925 and a baseline range of 7,700 nautical miles (14,260 km), it offers intercontinental connectivity without compromise.

The jet's Smooth Fl x Wing contributes to superior lift, aerodynamic efficiency, and reduced fuel burn while delivering an exceptionally smooth ride in a wide range of flight conditions.

Earlier milestones included a nonstop flight from London City Airport (LCY) to Los Angeles (LAX), demonstrating both long-range capability and performance at challenging airports.

Bombardier executives note that many of these records were achieved with passengers on board, underlining the aircraft's reliability in real-world conditions. Beyond speed and distance, the Global 7500 emphasizes comfort and sustainability.

Its advanced wing design not only reduces emissions but also enhances short-field capability, expanding the number of airports it can access compared to other large business jets.

The cabin features industry-leading design elements, combining luxury finishes with optimized cabin altitude to reduce passenger fatigue on ultra-long-haul missions.

Looking Ahead: The Global 8000

Bombardier is preparing to build on this success with the upcoming Global 8000. Expected to offer an extended range of 8,000 nautical miles (14,816 km) and a top speed of Mach 0.94, the aircraft aims to become the fastest and longest-range business jet in the world.

The Global 8000 will also feature a remarkably low cabin altitude, improving passenger wellness on long missions.

With runway performance comparable to smaller jets, the Global 8000 is designed to access airports that larger ultra-long-range jets often cannot. This flexibility will expand operational possibilities for corporate and private operators who require global reach paired with efficiency.

Bombardier's Role in Global Aviation

Bombardier supports a fleet of more than 5,100 aircraft, backed by 10 service facilities across six countries. The company manufactures its aircraft at facilities in Canada, the U.S., and Mexico, reinforcing its global footprint.

In 2024, Bombardier was recognized with the prestigious "Red Dot: Best of the Best" award for Brands and Communication Design, highlighting its leadership in both performance and innovation. By setting unmatched speed records and preparing for the next leap forward with the Global 8000, Bombardier continues to strengthen its position as a leader in business aviation.



The Mirage 2000 Fighter Jet

Who Made it Where was it Manufactured?

Namukasa Joan

When it comes to military aircraft, the Mirage 2000 is one of the most agile fighter jets flying today, and a mainstay of air forces around the world. Manufactured by Dassault Aviation, a French aerospace company, the Mirage 2000 is compact but very effective. The company oversaw every stage of the Mirage's initial creation, with multiple French facilities handling different components needed for production.

Dassault's Saint Cloud location was involved from the start, with production of the first Mirage 2000 prototype in 1977. The company's engineering offices, research labs, and workshops, were all located here.

The fuselage for the Mirage 2000 was built in the company's Argenteuil location, which also handled the same work for other Mirage variants that followed. Final assembly for the fighter took place at Dassault's Mérignac facility, which not only houses construction but also conducts flight testing as well.



FIERCE FIGHTERS

Mirage 2000 fighter jets of the Indian Air Force conducted an air strike on terror camps across LoC on 26 February 2019. Here's the firepower of these planes

- Maximum speed: **Mach 2.2** (2,336 kmph)
- Travel distance: **1,550 km** (with drop tanks)
- Flight height: **59,000 ft** (17 km)
- Max. rate of climb: **56,000 ft** (per minute)



FIREPOWER

9 weapon hardpoints, 5 on the fuselage and 2 on each wing

- Laser-guided bombs
- Air-to-air missiles
- Air-to-surface missiles

Length **14.36 m**

Wingspan **9.13 m**

Weight **7,500 kg**

Takeoff weight **17,000 kg**



The Mirage 2000's first flight came a little over two months after the fighter was first commissioned. Built to replace Dassault's Mirage III, the new lightweight Mirage 2000's speed and agility made it a versatile force to be reckoned with.

Able to exceed Mach 2 and successfully handling low speeds as well, the Mirage 2000 could maintain high angles of attack even when carrying weapons. Dassault eventually exported the fighter to several countries, including Brazil, Greece, and Peru, among others.

Dassault's Mirage 2000 fighter jet features a single-seat or two-seat configuration, and stretches around 47 feet long, with a 29.9-foot wing span. It carries two 30-millimeter guns in the single-seat variant, and in typical combat situations, the Mirage 2000 utilizes six Missile d'Interception et de Combat Aérien (MICA) missiles.

These are air-to-air missiles that can fly at Mach 4 speeds and hit either short or long-range targets. While the Mirage 2000 has

served admirably during its run, Dassault has indicated that the end is near for its famous fighter.

But as the Mirage 2000 is sunsetting, Dassault's Rafale fighter has gradually become a popular successor, and one of the best fighter jets in the world. The Rafale is being used in active service by the French Air and Space Force, the French Navy, and other countries have added it to their fleets as well.

Taiwan may eventually switch to the Rafale too, as the country is in the midst of updating its aging military forces with more modern solutions.

Like the Mirage 2000, the Rafale can hit targets from long range and can operate efficiently during low-level flights. It's capable of superior aerial, plus ground attacks, as well as reconnaissance, and nuclear weapon deterrence, all in the same mission. The Rafale's advanced electronic weapons system also sets it apart, making it a fighter that France plans to utilize well into the future.





THE AVIATION SOCCER GALA IN UGANDA

Organized by Uganda Professional Pilots' Association, aimed at promoting physical fitness and mental well-being in this high pressure industry.

The Aviators' Annual Soccer Gala Uganda held in September is a dynamic annual event that brings together aviation professionals, students, and stakeholders for a spirited celebration of teamwork, wellness .

It has since greatly worked to strengthen coordination and relationships amongst the different Ugandan aviation stakeholders while offering a platform for aspiring aviators to connect with professionals.



Winner of Aviators' Soccer Gala 2025, Flight Training Centre (FTC)

The Extended Horizon of Ugandan Aviation

Key Dates for Your Calendar

Capt. Aziz Ssentamu
UPPA President

For decades, the aviation industry in Uganda operated behind a veil of mystery for the general public. Beyond those directly employed within the sector, public perception was often shaped by fragmented information and outdated stereotypes. Today, that landscape is transforming dramatically.

Driven by a concerted effort from key stakeholders like the Uganda Civil Aviation Authority (UCAA) and the Uganda Professional Pilots Association (UPPA), Uganda's aviation calendar is now brimming with engaging events designed to demystify the industry, inspire future generations, and foster a robust safety culture.

Mark your calendars for these pivotal events that are shaping the future of Ugandan aviation

The Uganda Aviation Expo

Held at Entebbe International Airport and organized by UPPA in partnership with UCAA, the Aviation Expo is the cornerstone of public engagement. This three-day exposition features static aircraft displays where the public can step inside planes, interact with pilots and crew, and gain firsthand knowledge of aviation operations.

A major highlight is the career guidance section, offering students and aspiring professionals insights into diverse career paths. The event often culminates in thrilling joy rides over the Ugandan landscape, courtesy of local air operators, the Uganda Police Airwing, and the Uganda People's Defence Air Forces. This event is always held every June each year.

Aviation Safety Week

Launched every November to instill a robust safety mindset, this UCAA-led week is themed around critical safety concepts, such as "Safe Airports, Stronger Together." The event focuses on shared accountability,



Maj. Gen. (Rtd) Ali Kiiza (3rd Left) with other officials at The Aviation Youth Summit 2025

engaging everyone from airport employees to the travelling public in safety awareness activities. It's a vital initiative for reinforcing the collaborative protocols that keep Ugandan skies safe, often complemented by sports galas promoting teamwork and wellness within the high-pressure industry.

Girls in Aviation Day

Addressing the global gender gap in technical aviation roles, this vibrant event is organized by UCAA in partnership with AirServ International organized in September. It's a dedicated day of empowerment, featuring career talks from female pilots, air traffic controllers, and engineers. Through interactive sessions, exhibitions, and mentorship, the day actively works to break down barriers and inspire young women to soar in traditionally male-dominated fields.

The Aviation Run

More than just a race, this annual event, organized by UCAA in partnership with the Uganda Aeronautical Information Officers Association (UGAISOA), blends fitness with corporate social responsibility. Each edition highlights a different cause, from menstrual hygiene awareness and support for vulnerable girls to inclusive education for the visually impaired. Drawing over a thousand participants, it's a powerful demonstration of the aviation community's commitment to societal well-being. This event is organized annually in the aviation week.

The Aviation Technology and Innovators Experience (ATIX)

Organized by Aerospace Uganda at Makerere University, ATIX looks toward the future. This event fosters cross-sector collaboration, linking aviation with technology, health, and tourism. Through exhibitions and high-level discussions, ATIX provides a crucial platform for integrating cutting-edge innovation into the aviation sector, driving sustainable growth and national development. This event is normally organized in March.

The Olive Tree Nest Teenage Aviation Orientation Program.

The Olive Tree Nest Aviation Orientation Program is a unique two-week Christian aviation program in Uganda for teenagers aged 13-19, organized by Flight Aviation Missionaries (FAM). It combines aviation career orientation with spiritual development, offering:

- Aviation education: Classroom instruction, flight simulator sessions, and site visits
- Spiritual foundation: Daily Bible study and Christian mentorship
- Career exposure: Direct interaction with aviation

professionals

- Inclusive design: Specifically accommodates teenagers with physical disabilities

The program aims to develop skilled aviators rooted in Christian values, running every December with a focus on holistic career mentorship and spiritual formation.

Aviation and Digital Youth Summit

This two - day initiative is organized annually every September by Aerospace Uganda, always having a selected theme with the most recent one being; A Flight Plan for the Next Generation of Aviation Professionals.

The summit aims at inspiring, educating, and empowering youth through the intersection of aviation and digital innovation. It serves as a platform for students, professionals, and industry leaders to share insights, opportunities, and mentorship interactions. The event continues to prepare and position the next generation to take flight as future aviation professionals and innovators.

As these events gain consistency, they form a vibrant hive of activity, bringing together operators, innovators, training schools, and the regulator. This new, transparent dialogue is crucial for the industry's growth. For authenticity, the public is encouraged to seek guidance from the UCAA or UPPA. This expanding calendar is a clear signal: Ugandan aviation is not just open for business—it's inviting everyone to look up and dream big.





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Email: reservations@rwandair.com

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Rez de Chaussée, Immeuble JECEDA
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82 80, Cel : (+225) 67 01 65 04 / (+225)
08 43 71 78

Abuja - Silverbird Galleria,

Plot 1161, Memorial Drive, Central Business
District, F.C.T, Abuja
Tel: 09077778620 / 09077770712
Email: sales.abuja@rwandair.com

Accra - The Elizabeth Building,

Tel.(+233) 302 797 486 | (+233) 540 101
543
Email: sales.accra@rwandair.com
Australia & New Zealand

Bamako

TEL: (+223) 20 23 14 84 / (+223) 20 23
14 85, MOB: (+223) 70 95 4433
Email: Sales.bamako@rwandair.com

Brazzaville - Avenue Amical Cabral.

Centre ville Immeuble city center
TEL: (+242) 066 662 910 / (+242) 053
209 212
Email: sales.brazzaville@rwandair.com

Brussels - Avenue Louise 231, 1050

Brussels
TEL: (+32) 2 669 82 68
Email: sales.brussels@rwandair.com

Bujumbura

14 Chaussee Prince Louis Rwagasore
Jubilee Center
TEL: (+257) 222 51850 / (+257) 222
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Email: sales.bujumbura@rwandair.com

Cape Town

Cape Town International Airport
Main Terminal Building, Departures Level
TEL: +27 21 202 1193
Email: sales.capetown@rwandair.com

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Guangzhou, China
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Johannesburg

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Randburg, Johannesburg
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Juba

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Along Airport Drive Juba-South Sudan
TEL: (+211) 952 327 777 / (+211) 952
318 888 / (+211) 922 225 932 / (+211)
922 225 933
Email: sales.juba@rwandair.com

Kamembe

Kamembe International Airport
TEL: (+250) 738751695 / (+250)
738668397 / (+250) 735297701
Email: sales.kamembe@rwandair.com

Kampala

Rumee House, Lumumba Avenue, Plot 19,
Kampala, Uganda
TEL: +256 414 344 851/2
Airport (Entebbe): +256 772 614 077 /
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Kinshasa

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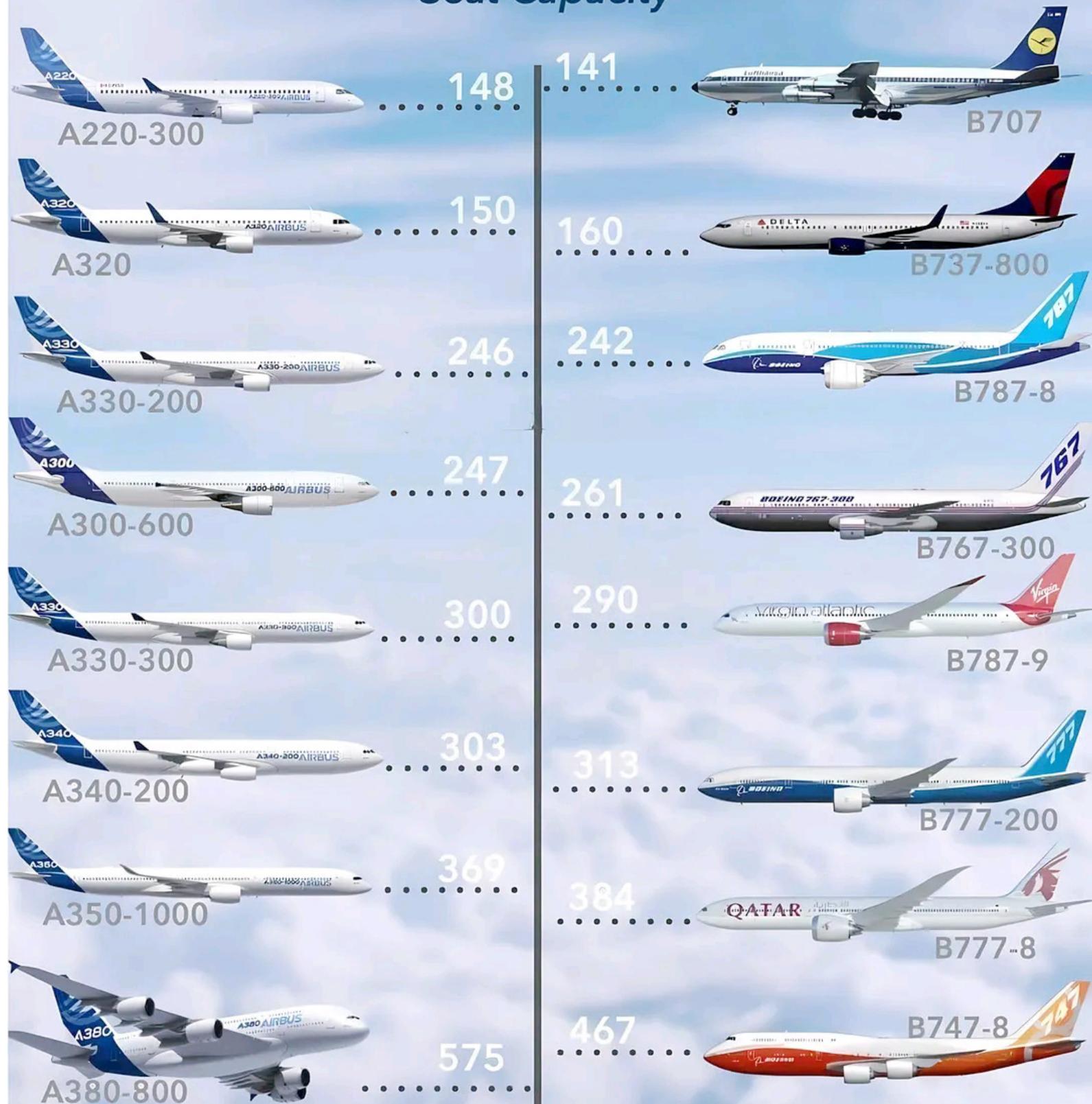
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Airbus Boeing

Seat Capacity





Uganda Civil Aviation Authority is upgrading Entebbe International Airport for a better passenger experience



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