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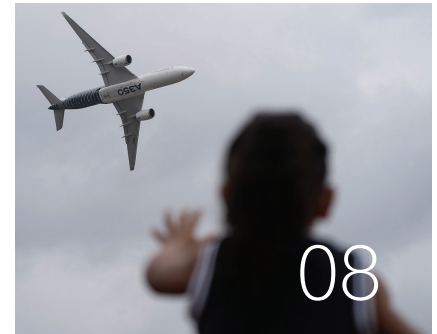
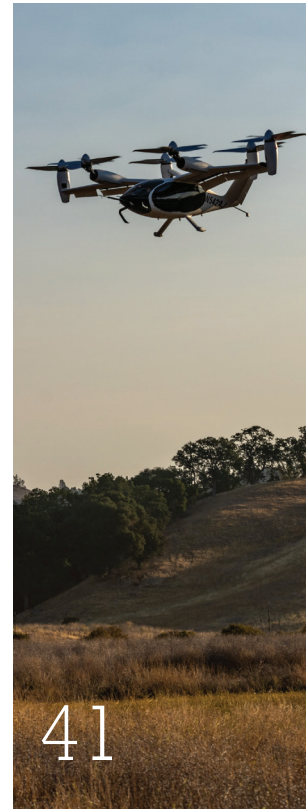
Maltese ACMI operator Malta MedAir has been contracted to initially provide two Airbus A320 aircraft to the emerging Libyan carrier Medsky. The aircraft are registered 9H-MSA and 9H-MSB. The two single-aisle airliners are in a very comfortable 132-seat interior. Flights to Libya have not commenced yet, but the company led by well-known Libyan aviation entrepreneur Abubaker Elfortia who has also applied for a Libyan AOC. The Libyan market is expanding with at least another six new operators likely to join the fray, including Crown Airlines and Fly Nawras. Photo by Mario Caruana from MAviO News

Cover photo credit : Steve Crampton



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MORE THAN LIP SERVICE

By Kamil Alawadhi

IATA regional vice president Africa and Middle East Kamil Alawadhi weighs in on the dire situation facing airlines across the continent, calling for action and an end to cheap talk by African governments.

Aviation's post-pandemic recovery was predicted to be uneven across markets and dependent on financial and economic factors, government policies and the relaxation of travel restrictions and requirements.

Partly, this was caused by the aviation industry grounding to a halt worldwide in 2020. To stay afloat, airlines, airports, ground handlers, and other services suppliers accumulated debt in various shapes and forms, which they now must repay.

At the same time, across the board, in industry and governments, hundreds of thousands of staff were retrenched, retired, or furloughed to cut costs and preserve cash. Many industry players

WHO IS KAMIL ALAWADHI?

Mr Kamil Alawadhi is the Regional Vice President, Africa & Middle East at the International Air Transport Association (IATA).

IATA is the global air transport industry body. It's membership comprises 290 airlines in 120 countries, representing 83 percent of all scheduled airline and air cargo traffic worldwide.

are now trying to rehire or hire new people, but for various reasons - such as the slow pace of security vetting of new airport-based workers in the United Kingdom - many entities are ill-equipped to take full advantage of the surges in demand that are being seen as markets reopen. Instead, we have entered the surreal, where airlines are forced to cancel thousands of flights. And London-Heathrow, an iconic global hub, has capped traffic at 100,000 passengers a day to prevent operational gridlock.

TRAFFIC FLOWS

Although Africa's airlines and airports are not experiencing the same chaos as many of the big northern hemisphere gateways, their recovery and sustainability are affected as they are heavily dependent on north-south traffic flows. They are struggling to find a sure footing in the face of numerous other factors facing them too.

For most African carriers, this is an arduous journey with no relief or support from any of the continent's governments, despite public acknowledgement of the vital social and economic contributions airlines make. And so, those African airlines that have survived Covid-19 are once again being pushed to the brink, with at least one South African carrier, Comair, going into bankruptcy.

These factors include rising charges for infrastructure and other services, as airports, air navigation service providers, regulatory

bodies, and other suppliers look to recoup foregone revenues and cover their inflationary costs.

In some countries, notably Nigeria, Zimbabwe, Ethiopia, and Eritrea, the situation has exacerbated shortages of foreign exchange, prompting central banks to block or severely limit the repatriation of more than (US) \$800 million of foreign airlines' revenues derived from sales in those territories.

On top of this are increasing demands and pressure to invest in and adopt environmentally sustainable technologies and processes.

FUEL PRICES

By far the biggest headache for every airline is the sharp increase in fuel prices. Even though Africa only accounts for 1.9% of the global air travel market, the continent's carriers are not immune to this geopolitical shock.

According to a recent IATA analysis, the global average jet fuel price in mid-July was (US) \$146.4/barrel. At this level, airlines worldwide will incur an extra (US) \$134.3 billion to their combined total fuel bill for 2022.

Although fuel prices have come off their June 2022 peak, in Africa, jet kerosene sells at a premium and averaged (US) \$160.63/barrel for the first ten days of July. This was 79.8% higher than it had been over the same period last year.

To put this in perspective, aviation fuel historically accounted for between 20% - 25% of most African airlines' cost base. Today, it can be as much as half, if not more, and is their biggest single line item. Although airlines are trying to mitigate the combined impact of jet fuel prices and other inflationary costs, they are running out of headroom.

Jet fuel usually trades at a (US) \$20 premium over crude oil, but this gap has widened to more than (US) \$50 since March.

This compounds the challenge many African carriers face. They generate most of their revenues in weaker home currencies but incur their input costs, often including fuel, in US dollars and euros. Every time the dollar price of fuel goes up or the dollar strengthens against softer local currencies, the revenue-cost gap widens.

It may seem incongruous that jet fuel in Africa, which boasts several oil-producing nations, should sell at such a premium. A large component of the additional cost relates to transport and logistics.

Because jet fuel is no longer refined in Africa, it must be imported, shipped by sea and transported from harbours to inland storage depots and airports, often far from the coast. In some places, it is carried by rail or pipeline, but for the most part, it is transported by road.

In addition to the logistics and associated costs, recent events, such as the trucking blockades on South Africa's motorway between Durban and Johannesburg and the floods that swept away sections of the rail tracks linking the two cities underscored the vulnerability of these supply lines.

The floods around Durban triggered a jet fuel supply crisis at Johannesburg's O.R. Tambo International Airport, which is unlikely to be resolved before Q4 this year. At its onset, this caused some airlines to cancel flights, with others incurring additional expenses as they diverted flights to refuel at other airports or carried extra fuel (if they could do so). Recently, pressure on fuel supplies intensified with the National Refinery (NATREF) in South Africa shutting down. It operates the dedicated jet fuel pipeline to the airport.

POLITICAL WILL

With so much of Africa's fortunes dependent on safe, efficient, and affordable air transport, the sustainability of its airlines - both state and privately owned - is crucial. It is time for governments to do more than pay lip service.

The industry does not require state bailouts. Relief from rising statutory charges and taxes on fuel and aviation would be far more effective. The release of blocked funds is crucial, as is the guarantee of secure, reliable and efficient fuel supplies. Lifting caps on foreign investment and equity in African airlines would also bring much-needed liquidity.

At an intra-Africa level, the biggest and most achievable wins require all African governments to demonstrate their political will by removing the barriers to market entry and ensuring fair and equal treatment for all carriers in each market. This is the basis for the African Union's Single Africa Air Transport Market (SAATM).

Africa's leaders have been talking about it and signing solemn undertakings since 1988. Having talked the talk, now it is time to walk the walk!



Photo by Artturi Jalli on Unsplash

AIRPORT AND AIRLINE CHAOS



Who would have thought? Airports instructing airlines to cap the number of passengers/flights each day so that they can cope with the demand.

By Heidi Gibson

With the onset of summer in the Northern part of the world Europe's travel crisis is getting deeper with those choosing to travel by car also impacted with delays at border points.

The blame for this has been laid at the feet of the UK's decision to breakaway or Brexit from the European Union.

As the summer travel period peaks, staff shortages especially among the ground handling sector have caused chaos. This and then the walk out of staff calling for pay rises has resulted in a crisis unseen at airports for a long time.

What is happening in Heathrow though, really takes the cake. The airport issued a limit of 100 000 departing passengers a day. They said it was necessary "to ensure a continued safe operation and to mitigate risk of uncontrolled demand increases leading to potentially dangerous levels of congestion".

Now the airport wants to extend the limit and let it remain in place for the time being. The cost of doing this is huge.

The UK's department for transport and the Civil Aviation Authority have written a joint letter to Heathrow CEO, John Holland-Kaye and asked him to present a credible recovery strategy - in particular to say why he believes that limiting the number of departing passengers each day to 100 000 provides a "safe and resilient airport with a positive passenger experience".

IATA director general Willie Walsh, has even called for Holland-Kaye to be fired if the chaos continues into next year.

Meanwhile the blame game continues to be tossed back and forth. Writing in The Telegraph newspaper Heathrow Chairperson, Lord Paul Deighton, attacked airlines for failing to hire sufficient baggage handlers.

"For months we have been asking airlines to keep their ground-handling resource in balance with demand. We have seen a shocking increase in planes departing without bags," he told the UK press.

He also blamed airlines for the COVID-era mass layoffs and cuts to the wages of baggage handlers.

"Ground handling is a highly competitive, labour-intensive, low-margin business, characterised by short-term contracts," said

Deighton. "Airlines have driven down costs over the years, and this was one of the first costs they slashed during the pandemic." Ryanair boss Michael O'Leary blames Brexit. He said British people did not want to be baggage handlers. His Irish company can much more easily tap into the EU labour market than UK airlines.

"The UK is going to have to find a way to open up the labour market between the UK and Europe to get people in here to do the jobs which, frankly, British people don't want to do," said O'Leary. Philipp Joeinig, CEO of Menzies Aviation, which provides ground- and baggage-handling services to airlines, agreed with O'Leary. He wrote in The Times: "Brexit had a big negative impact, reducing the available pool of employees."

Airports Council International (ACI) said recently it could take up to six months to hire and credential a new employee at some European airports. This has led to difficult working conditions at many European airports, which are now seeing strikes in every part of the business.

Paris-CDG ground staff threatened to walk out from July 8 to 10 and called for more pay and improved working conditions. Similar stoppages at CDG and Paris Orly Airport were seen in June and this resulted in major disruption to flights and airport operations.

According to French newspapers, they were offered a 4% pay increase, conditional on the strike ending last Friday, but this was rejected.

Labour action by cabin crews at easyJet and Ryanair and also by airport workers in Europe's second-busiest airport, Paris-CDG, also took place.

In Spain Ryanair crew continued their protest for more than a month with 295 flights and more than 50 000 passengers affected. At the time of writing there was no solution in sight

Strike action by hundreds of British Airways workers at Heathrow was called off, after staff accepted an 8% pay rise.

Then more than 1,000 Lufthansa flights were cancelled after these German airline staff began a one-day strike that affected tens of thousands of passengers. The story will continue to unfold as the summer season rolls on.

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SWELTERING FARNBOROUGH

By Heidi Gibson. Photos by Stuart Haigh

Against a backdrop of sweltering heat, rising fuel prices and the war in Ukraine this was not to be the same old Farnborough International Airshow that we are used to.

The first since 2018 – it was clear that everything had changed. While officially reduced to an endemic disease, Covid was still around with some key industry people staying away because of it or because they were on holiday.

Some have questioned whether its time to move the event back to September where it all began - especially as it takes place on the back of the Royal International Air Tattoo that saw military and defence companies use this as their venue of choice for their networking and interaction.

Notably SAAB was not here. Neither were the Russians or the Chinese.

There were also no family days on Saturday or Sunday and the flying displays were nowhere what they were in the past with something in the sky every 15 minutes. The cost alone of getting the aircraft to the venue is huge.

All of this did not stop aerospace giant Boeing who put on a great display of the 777x and the Max 737-10 scoring an order of 100 of the series from Delta Airlines. Worth about (US) \$13.5bn with an option of 30 more.

Farnborough is about commercial aircraft, aerospace and more and about space in general and although the tally was down from previous years there were some names not there before. In the hospitality chalets and in the halls there was Reaction Engines, Wisk, Deutsche Aircraft, NEBOAir - all for the first time.

Raytheon Technologies including Pratt & Whitney and Collins Aerospace took the hot spot in a big chalet complex at the show entrance and Leonardo took over some of the media briefings.

On display on Day two was the Airbus A350 XWB and Embraer's Profit Hunter E190-E2. The F35-B fighter jet from 617 squadron made an impressive sighting that got everyone out of the air conditioning and off their seats.

At the end of the day, it was just nice to see people again, meet face-to-face and hold a discussion in person without a camera or a computer in the way.

Outgoing prime minister Boris Johnson was there to open the show and Airbus CEO Guillaume Faury kicked off the Global Aerospace sessions urging operators to change to Sustainable Aviation Fuel (SAF).

The Farnborough Airport, now owned by Macquarie, did report a significant increase in requests for SAF refuellings when it offered it at the same price as Jet 1A for a trial two weeks. Airport CEO Simon Geere said its total emissions per air traffic movement are less than 13% of a typical regional airport.

Other dignitaries that visited included Secretary of State for Transport Grant Shapps and aviation minister Robert Courts who gave his support for the UK business aviation sector in the House of Commons. He thanked the British Business General Aviation Association (BBGA) for their work during the pandemic.

Qatar Airways was there in full force hosting two select media briefings. CEO Akbar Al Baker said his airline has been impacted with the crisis at Heathrow and had to cut capacity by 30% in order to comply with the 100k passengers a day cap.

He said the problem was the short notice period provided. There was an app available for general information and Farnborough International CEO Gareth Rogers was quoted as saying "the aerospace industry has been hit so badly in the past two years now this is almost a celebration as it is a trade show."

Others are also throwing the DSEI event held every two years in September as another reason to move the show back to September. We will have to wait and see.

More about the specific highlights, deals, innovations and more can be found in the second story on page 10.

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Embraer E2 E190-E2

A SUBDUED FARNBOROUGH

Photos by Stuart Haigh

It is clear that Farnborough did not bring about the order bonanza some had expected. All the pre-show discussion about a flurry of Asia-Pacific orders - with Indian carriers among those earmarked for announcements - amounted to less than expected.

It was to be expected that Farnborough 2022 would not bring about the order bonanza as had been seen in the past.

Boeing took centre stage when Delta Air Lines announced the purchase of 100 of the 737 MAX 10 model, with a further 30 options.

Then came the second order of 66 aircraft from its 737 MAX family from a Miami-headquartered investment firm 777 Partners.

Day four brought an order for 50 737 MAX from Qatar Airways. The Middle East airline placed a firm order for 25 of the largest variant, the 737 MAX 10, with options for a further 25 of the type.

Boeing also agreed on a deal with Irish firm AerCap to provide a further five 787 Dreamliners to the lessor and a further 787-8 interest from Azerbaijan Airlines.

The carrier already has two 787-8s in its fleet and announced an MoU for another four of the twin-engine widebody.

On the freighter front, Cargolux made waves on the fourth day when it announced its intention to replace its Boeing 747-400F aircraft with next-generation 777-8 freighters.

Then on the sustainability sector Boeing became a founding member of the University of Sheffield's Energy Innovation Centre (EIC), expected to help drive the development of SAF.

In contrast Airbus played a significantly quieter role with chief commercial officer Christian Scherer stating that the manufacturer was satisfied with the more than 500 orders so far this year and preferred to concentrate on supply chain issues.

Announcements at the show included an EasyJet order of 56 of the A321neo family aircraft, the A321neo, followed by an order of 12 for the smaller A220 model and a third by LATAM Airlines for 17 additional A321neos.

As Scherer said Airbus had held plenty of discussions with potential customers behind the scenes.

The company did come to the show with some major orders already under its belt, including a deal from China for 292 airliners worth more than (US) \$37 billion just this month.

Below are a few highlights from the show that do not in anyway attempt to capture a full report of what happened. Instead, what is offered here are some highlights.

Women in Aviation: A SUPPORT PARTNERSHIP

While the role of women in aviation came under the spotlight as three of the women in CAE's Women in Flight scholarship programme got to tell their stories before a live audience, aerospace and defence company Raytheon UK and alta, a mentoring platform for women in aerospace, announced their plans for a partnership.

Turbo-Props: STRONG DEMAND

There were two new developments for turboprop manufacturers at Farnborough.

ATR and the new Irish regional carrier Emerald Airlines signed a global maintenance agreement that will provide the start-up with repair, overhaul, pooling services, propeller availability and maintenance services for its ATR 72-600 aircraft fleet.

And secondly, newly formed leasing company Abelo announced their order for 10 ATR 72-600s and confirmed an equal number of the Short Take-off and Landing, or STOL, variant of the ATR 42-600S.

First deliveries of the ATR 72-600 will start in 2023, while the first STOL version will be delivered at the end of 2024.

Abelo already has a turbo-prop portfolio of 65 assets and plans to invest further.

According to ATR's first global market forecast since 2018, there will be a demand for at least 2,450 turboprop aircraft over the next 20 years meeting the increasing demand for regional connections and lower emission air transport.

- Meanwhile Brazilian manufacturer Embraer which has been making headlines with its proposed development of a new turboprop aircraft told those at the show that while the project is still in its infancy, there was some exciting details in store around interest. Specifically, it said, it had received "well above 250" letters of intent for the rear-engined aircraft, which suggests that it has a promising future ahead of it. Of course, there is still a long way to go, but Embraer hopes to be able to draw up such deals on a firmer basis "in the next nine to 12 months.
- Turbo prop purchases include a P.180 Avanti Evo by French operator Oyonnair, a company specializing on medical and cargo transportation.

The P.180 Avanti EVO is produced by Piaggio Aerospace and delivered by the second quarter of 2023.

Electric COLLINS AEROSPACE AND THE AIRLANDER MOVE FORWARD

Collins Aerospace has produced an electric motor for Hybrid Air Vehicles' Airlander 10 airship.

Marc Holme, senior director of electronic controls and motor systems at Collins Aerospace said, "With the goal of becoming the world's first zero-emission aircraft, Airlander 10 is blazing a trail in the development of sustainable electric propulsion systems.

"Collins is working closely with Hybrid Air Vehicles and the University of Nottingham to turn this goal into a reality while at the same time developing new technologies that will advance the aviation industry's efforts to reach net-zero carbon emissions by 2050."

Engines MTU ENGINES SCORE NEW ORDERS

The Farnborough International Airshow brought in nearly 600 million US dollars in contracts for MTU Germany's leading engine manufacturer MTU Aero Engines.

New orders for the geared turbofan (GTF) made up the lion's share of the orders from the trade fair.

Air Lease Corporation announced their decision to equip 80 A320neo aircraft with GTF engines. The GTF will also be used in the lessor's 76 newly ordered A220 planes.

Pratt & Whitney announced that it had started FAR33 certification testing of its GTF Advantage engine, currently scheduled to enter into service in 2024.



72-600-Photo by Karam SOdhi(Aviation Source)

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Manufacturer EMBRAER ORDERS

Porter Airlines announced a strong commitment to Embraer's next-generation E2 series with 20 firm orders for the stretched-fuselage E195-E2 model. Valued at (US) \$1.56 billion, the deal brings its total firm order for the type up to 50, with options for 50 more.

Then later on Embraer also announced a 21-aircraft order placed by the Alaska Air Group for its E175 model. Valued at (US) \$1.12 billion, this comprises eight firm orders and 13 options, with the aircraft going to Horizon Air. Horizon operates regional feeder services on behalf of Alaska Airlines.

The Alaska Air Group plans to fit the new aircraft with a three-class configuration, and will begin receiving deliveries in Q2 of 2023.

DUAL HUD ON FALCON 8X CERTIFIED

The FAA and EASA have approved use of Dassault's advanced dual head-up display known as FalconEye, that adds to the Falcon 8X low visibility operations capability.

The dual HUD configuration will ultimately permit an EFVS-to-land capability in near zero-zero conditions, pending new EASA regulations.

"The bottom line is that this approval results in enhanced safety and more capability for Falcons equipped with Dassault's industry-first FalconEye technology," said Carlos Brana, executive vice president, civil aircraft at Dassault Aviation.

Dassault Aviation has led the development of HUD technology. Introduced in 2016, the first HUD system combined synthetic, database-driven terrain mapping and actual thermal and low-light camera images. Today, single HUD-equipped aircraft with FalconEye can fly non-precision approaches to 100 feet.

A number of 8X operators have already scheduled installation of the new mod, which allows both pilots to share the same synthetic



A single HUD-equipped aircraft with FalconEye can fly non-precision approaches to 100 feet.

and enhanced vision view, enabling one to act as "pilot flying" while the other monitors flight conditions.

Dual HUDs enhance situational awareness while simplifying training at the same level of experience and qualification for approaches.

The dual HUD option will be certified on the Falcon 6X, due to enter service mid-2023, and on the ultra-long-range Falcon 10X, planned for certification in late 2025.

The dual HUD on the Falcon 10X will take the dual HUD configuration to an even more advanced level in which it can serve as the "primary means of pilot operation," freeing pilots to configure the instrument panel's primary flight display for other uses.

Meanwhile, Dassault's current HUD and FalconEye equipped aircraft can now operate to 200 feet with a 30 percent runway visual range (RVR) credit without any flight department specific EASA approval required. EASA eased approval requirements after taking into account HUD and EFVS technology improvements through the past 20 years.

MOZAMBIQUE: A NEW START-UP - FLYM AIRLINES

By World Airnews African correspondent Romuald Ngueyap

By the beginning of next year FlyM Airlines is expected to take off. This is, in any case, what the business plan of the new startup founded by Sam Issac, the former CEO of Regent Airways who was until recently CFO of Saudi Gulf Airlines, provides.

In an exclusive interview, he lifted the veil on the ambitious plans of the future carrier. Presently the formalities of setting up the company are on their way.

“Our registration as a commercial entity is underway in Mozambique, once we are completed, we will meet with the civil aviation regulator in Maputo to file our CTA application,” he said. FlyM Airlines will be based in Maputo. “Subject to all regulatory approvals, we expect to start in early 2023.”

The company initially plans to serve the domestic market with a fleet of turboprops. A preference for ATR, Dash or other type? Sam Issac opts for suspense but told of plans to grow the future fleet.

“According to our business plan, we will have 3 to 4 turboprops in the first year and then 2 to 3 narrow-body aircraft from the second year.” This does not subsequently exclude regional deployment ‘subject to the availability of bilateral agreements’.

FlyM Airlines is a long-term project matured by Sam Issac - who was also CFO of SpiceJet - with the support of his colleagues at Eco Aviation India. To make it a reality, the team wants to guarantee its financial sustainability beforehand. “Currently, we are looking for a second round of funding.”

The company in the making does not see itself in competition with the Mozambican national carrier, LAM. “The differentiation of our products will be based on our customer service and our punctuality,” he said.

In addition to participating in the development of domestic connectivity, FlyM Airlines is also positioning itself as a provider of jobs. It plans to recruit 150 employees in the first year of operations.

Remember that the Mozambican domestic is currently dominated by LAM and its subsidiary Moçambique Expresso. In May 2021, Ethiopian Mozambique Airlines, launched in December 2018, suspended its operations, citing the drastic drop in demand on the domestic market in the midst of the health crisis.



LIBYA: THE START-UP IN THE MAKING OF CROWN AIRLINES

By World Airnews African correspondent Romuald Ngueyap

Crown Airlines should soon take to the skies. The new Libyan start-up has begun the constitution of its fleet. Last month, it finalised the acquisition of its first aircraft, an Airbus A320 (MSN4023, 12 years old, ex-Cathay Dragon).

The 12-year-old plane, managed by Avolon, left the United States on Sunday, July 3 for Dublin (Ireland). There, it will undergo maintenance and repainting before delivery.

From its future hub in Tripoli, Crown Airlines plans to start operations with two Airbus A320neo aircraft.

While waiting for the finalisation of the administrative procedures and the obtaining of its CTA, it has launched a campaign to recruit pilots and PNC.

The company initially plans to ensure an optimal mesh of the domestic network, before deployment on regional flights.

The company’s managing director is Ziad Farhoud. The latter is no stranger to the Libyan aviation industry since he was CEO of Libyan Wings (a local private carrier) until last September. He brings with him a wealth of experience from senior management positions at Airbus, including sales director. Commercial director Sulaiman Abdulhakim Sadi is also a former employee of Libyan Wings where he held the same position until October 2021.

Once in the air, Crown Airlines will join Oya International Airline and Medsky Airways who respectively started their commercial flights in April and May; Berniq Airways which took off in 2021, but also the deans Libyan Wings, Afriqiyah Airways and Buraq Air.

Ghadamès Air Transport, whose CTA was revoked in May 2020, is also preparing its return to the air.

THE ALL-IN-ONE AVIONICS FLIGHT LINE TEST SET

One of the largest independent avionics repair facilities in most of Europe Muirhead Avionics has secured exclusive distribution rights for the SDR-OMNI All-in-One avionics flight test set in Europe.

“This device will be a game changer for avionics testing,” comments Steve Wells, Managing Director and Divisional Vice President at Muirhead Avionics.

Manufactured by Tel Instruments (TIC), the SDR-OMNI flight line test set provides the avionics technician with a comprehensive suite of radio frequency (RF) avionics test capability in a single rugged, yet lightweight, package for demanding commercial and military customers. Professionally formatted reports can be downloaded via USB or wirelessly printed to a local wireless printer.

This is the most advanced commercial flight line test set ever made. The combination of hardware and software can test virtually any RF signal from 200 kHz to 2.0 GHz. Test functions are implemented using software-defined signal processes that generate, receive, and measure complex



avionics signals covering narrow band analogue or digital communications, intricate navigation, and wide-band pulse or data protocols.

“This is the first RF test set that is completely software defined - technicians simply need to specify the avionics test app, or combination of apps they would like to use.

It is also the lightest test set in the market at only 4.2 pounds. Additionally, its large 7-inch colour display with responsive touchscreen means the SDR-OMNI is designed with the specialised demands of commercial and military customers in mind,” said Wells

ROLLS ROYCE AND HYUNDAI PLAN TO COLLABORATE



PHOTO: Courtesy of Hyundai

Rolls-Royce and Hyundai Motor Group have announced plans to collaborate in order to bring all-electric propulsion and hydrogen fuel cell technology to the Advanced Air Mobility (AAM) Market.

The partnership will leverage Rolls-Royce’s aviation and certification capabilities and Hyundai Motor Group’s hydrogen fuel cell technologies and industrialisation capability.

Both companies share a vision of leading the way in the AAM market delivering battery-electric and fuel cell electric solutions to the Urban Air Mobility (UAM) and Regional Air Mobility (RAM) markets and advancing sustainable aviation.

The understanding includes five strategic aims such as collaboration on the technology development and requirements of power and propulsion systems, collaboration on the industrialisation of Rolls-Royce power and propulsion systems, the development of electric propulsion systems based upon hydrogen fuel cells as an energy source for Hyundai’s RAM platforms, collaboration to bring to market a joint fuel-cell electric propulsion system and delivering a joint fuel-cell electric aircraft demonstration by 2025.

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Price: US\$ 930 000



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 1000 Hrs SMOH Engine
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Price: R2 300 000



*Classic 1948 Cessna 170

Immaculate example with
 all records from new
 A genuine collector's item

Price: R900 000



1942 Waco YMF

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 Based in Australia

Price: US\$ 275 000

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THE RETURN OF RIAT

*Text by Heidi Gibson and Steve Crampton.
Photos by Steve Crampton*

Without doubt, the best international military air show event in the world by a long chalk, RIAT this year was once again – exceptional in every respect. It's clear that RIAT is quite simply, in a class of its own. The date for the event takes place the week after the annual Global Air & Space Chiefs' Conference in London and so it's logical then that the air force chiefs from all over the world should make their way down to RAF Fairford for this military and defence event.

It is important to realise that RIAT allows the military aerospace industry the chance to showcase its products to both the general public and customers in a more relaxed environment outside the commercial selling pressure of the Farnborough trade show. The show became the International Air Tattoo in 1976, and recognition of its unique status was granted by Queen Elizabeth II in 1996, when the current Royal International Air Tattoo title was adopted.

RIAT 2020 was due to be staged from 17–19 July 2020, but cancelled due to the effects of the COVID-19 pandemic. In its place a 'Virtual Air Tattoo' took place online that weekend, featuring content from past editions of the show.

Then RIAT 2021 was scheduled to take place from 16-18 July 2021, and was due to celebrate the 50th anniversary of the show. Again, it was cancelled because of COVID and the uncertainty of restrictions on both large crowds and international travel being in place by then.



Ukrainian Air Force Flanker display pilot, Colonel Oksanchenko, took part in the RIAT display between the years of 2013 – 2018, immediately signed up once war broke out in Ukraine. He died serving his country.



This year RIAT 2022 took place under the theme of 'Training the Next Generation Air Force' with a special focus on the 75th Anniversary of the United States Air Force.

In traditional format, unusual flypasts and display items have been a feature of previous air tattoos and the 2022 show was no exception with the RAF Red Arrows and the new RAF Boeing Poseidon MRA1 in formation on the opening Friday night.

The Blades aerobatic team also got in on the act on the same day, flying in formation with the Excel Aviation's Boeing 727 oil spill response aircraft.

The next day the RAF Red Arrows were again part of a mixed flypast when they were joined by "Vespina", the RAF's specially painted A330 Voyager. Possibly the most unusual item to appear at a UK airshow in recent times, the Airbus Beluga, a converted A330 is striking in its livery that gives the impression of a large flying whale.

The third day featured the Red Arrows in formation with their counterparts from the Republic of Korea, the Black Eagles. Celebrating the 75th anniversary of the formation of the USAF, a number of USAF aircraft could be found in the static park including the U2 spy plane and the Boeing E-4B Advanced Airborne Command Post; the E-4B making its European airshow debut.

Even though the show commemorated this important USAF anniversary and much to the disappointment of many, only one USAF item flew in the air display - the Bell Boeing V-22B Osprey.

Numerous aircraft from NATO countries and other allied nations attended the show. The arrival of the Royal Bahraini Air force's C-130J Hercules brought the total to 57 nations that attended RIAT.

Special mention must be made of the missing Su-27 display that had in the past been led by Colonel Oleksander 'Grey Wolf' Oksanchenko – a Ukrainian Air Force Flanker display pilot. Colonel Oksanchenko had taken part in the RIAT display between the years of 2013 and 2018 and remained on as an advisor into 2019 – even though he had officially retired the year before.



After a two-year absence, the Royal International Air Tattoo at RAF Fairford in the United Kingdom was sold out on all three show days with record crowds treated to an aviation spectacular.

When the war broke out in his home country Colonel Oksanchenko did not hesitate and immediately re-joined the Ukrainian Air Force. He died in battle shot down by an enemy S-400 battery but his memory lives on.

This year a special display with the Ukrainian flag was set up in memory of his commitment to RIAT and to his country at the static park.

The Irish Air corps display team, the Silver Swallows, made their RIAT debut, as did the Baby Blue Team from the Royal Danish Air force but the Republic of Korea Black Eagles, returning for the first time in ten years, were the draw for many.

Flying their Kai T-50B Golden Eagle aircraft, the eight pilots of the Korean display team provided an incredible display for a very appreciative audience.

With its ability to attract aircraft and display teams from around the globe and provide an aviation experience like no other, the Royal International Air Tattoo continues to be a must attend show. It's good to have it back.

Finally, to the USAF at RAF Fairford in Gloucestershire who make the airbase available to RIAT year after year. We are all eternally grateful to you in this your own 75th anniversary year.



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YELLOW RIBBON HONOUR FLIGHT IS BACK

Three P-51 Mustangs escorted the US air force F-35A Lightning II demonstration team at the start of EAA AirVenture 2022 fly-in convention at Wittman Regional Airport in Oshkosh, Wisconsin in the USA.

Vintage warbirds, general aviation and home-built aircraft, helicopters and modern military fighter jets all converged on EAA AirVenture Oshkosh, Wisconsin in the USA as the event looked set to deliver on all its promises.

Dubbed "The World's Greatest Aviation Celebration", indications were at the time of writing that this year was set to be a spectacular show, with a record numbers of planes and pilots. Crowds were expected to reach well over the 500, 000 mark.

Things started on a somber note after it was announced that longtime EAA president Tom Poberezny has passed away after a short illness. He was 75 years old.

In the morning press briefing, EAA spokesperson Dick Knapinski shared the sad news, but put it into perspective and said this Oshkosh would be an opportunity to honor Tom Poberezny.

Meanwhile the Yellow Ribbon Honour Flight returned as a collaboration between EAA, the Old Glory Honour Flight and American Airlines. It is the first time since 2019 that the flight



took place and allows veterans from the Vietnam War to travel to Washington D.C. to tour war memorials at no cost to them and then return to Oshkosh at the conclusion on the Friday afternoon air show.

This is when thousands of people welcome them back home and give them the recognition they deserve in an emotional and special part of the AirVenture week.

In celebration of the US Air Force 75th anniversary there were military demonstrations featuring the C-5 Galaxy, the C-17 Globemaster, the F-16 Fighting Falcon and lots of others – all part of the nine air shows across seven days. The last days feature fireworks displays and night airshows.

At the time of going to press the event had not concluded and so a short round up will be placed on our website after 31 July. Please look out for it on www.airnews.co.za.

Or alternatively go to the EAA website for more detail/ <https://www.eaa.org/airventure/eea-airventure-news-and-multimedia>



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AIRBUS & MUNICH AIRPORT INTERNATIONAL PARTNERSHIP

Airbus and Munich Airport International signed a Memorandum of Understanding at the ILA Berlin Air Show held recently in an effort to start marketing turnkey solutions to cities and regions interested in developing advanced air mobility ecosystems globally.

Airbus is developing CityAirbus NextGen, its eVTOL aircraft, along with key support and services offerings around it, while Munich Airport is offering ground infrastructure services and solutions.

“Munich Airport International is already collaborating with Airbus on the Air Mobility Initiative recently launched in Munich - now we are expanding that partnership globally to support select cities and regions around the world,” said Ivonne Kuger, executive vice president corporate development MAI.

“As Europe’s first 5-star airport Munich Airport has always been at the forefront of innovation and it is crucial for airports to be actively involved in developing and paving the way for this new form of transport”, Kuger said.

“The development of the market, industry, and the ultimate service of AAM requires a holistic view and this has been our approach from the beginning. In addition to our decades of vehicle and technology development, certification, and support, we are actively building working ecosystems with our partners,” said Balkiz Sarihan, head of UAM partnerships and strategy execution at Airbus. “We are sure that our partnership with Munich Airport will be a key catalyst for accelerating the development of the AAM ecosystems worldwide.”

The successful integration of the different AAM elements requires strong co-operation between global and local stakeholders combining key competencies.

The objective is to create completely new ecosystems that ensure a safe and seamless integration of eVTOL solutions with other means of mobility bringing added value to cities and communities. Airbus has been one of the pioneers in exploring how electric propulsion can help drive the development of new kinds of aerial vehicles.

In September 2021, the Company unveiled its fully electric eVTOL prototype, CityAirbus NextGen. Airbus is developing an AAM solution with eVTOLs not only to offer a new mobility service but

also as an important step in its quest to reduce emissions in aviation across its product range.

The company recently announced the launch of the Air Mobility Initiative, a consortium of partners dedicated to the advancement of AAM in Bavaria and Germany.



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AFRICAN AIRLINE CHARTER BUSINESS & CARGO DIRECTORY

THIS DIRECTORY lists all known SCHEDULE AIRLINES as at August 2022, based throughout Africa. They are listed in alphabetical order according to the country in which they are based which, in turn, are also in alphabetical order. While every effort has been made to ensure all the information published in this directory is accurate, neither World Airnews nor its publisher, TCE Publications, can be held responsible for any errors which may have occurred during its compilation. In addition, most airlines have their address, telephone number, and web site listed.





ALGERIA

Air Algérie AH Schedule carrier Algiers

CEO: Bakhouche Alleche
Tel: +213 21 98 63 63
www.airalgerie.dz/en/
Fleet: A330-200 x 8, ATR72-500 x 12,
ATR72-600 x 3, B737-600 x 5, B737-700 x
2, B737-800 x 2
Cargo: 737-800, L-100-30T

Air Express Algérie, Oil and Gas Industry Oued Irara Krim Belkacem

CEO: Chakib Belleili
Tel: +213 21 50 88 94
www.airexpressdz.com
Fleet: B1900D x 8, L-410 UVP-E-20 x 4,
PC-6 x 2.

Star Aviation ZMX Passenger Charter BP 509 Route In Aménas, Hassi Messaoud

CEO: Majid Fechkeur
Tel: +213 29 74 94 00
www.redmed-group.com/fr/filiales-partenaires/star-aviation.html
Fleet: PC6, DHC-6 x 3, B1900 x 2,
C525SA, C560XLS x 2

Tassili Airlines SF Scheduled Carrier Houan Boumedienne Airport

CEO: Sidahmed Tazka
Tel: +213 21 60 42 58
www.tassiliairlines.dz
Fleet: B737-800 x 7, DHC-8-200 x 4,
DHC-8-400 x 4



ANGOLA

AeroJet (Angola) AEJ Passenger Charter Quatro de Fevereiro Airport, Luanda

CEO: Rodrigo Azeitã
Tel: +244 222 359 225
www.esaja.com
Fleet: E145

Airjet Exploracao de Cargo AIJ Schedule carrier

Rua Kassenda 13 Luanda
CEO: Estevao Simba
E120, Jetstream 41 x 2

Angola Air Charter AGO Cargo carrier Aeroporto 4 de Fevereiro, Luanda

CEO: Joaquim Teixeira da Cunha

Tel: +244 222 324 005
Parent company TAAG Angola Airlines
Fleet: EMB-120RT

Bestfly BSJ Business/Private Charter Avenida 21 Janeiro Luanda

CEO: Nuno Pereira
Tel: +244 931 299 129
www.bestfly.aero
Fleet: ATR72-600 x 2

Fly Angola 9QG Scheduled Carrier Avenida 21 de Janeiro, No. 3000, Luanda

CEO: Horarios de Voo
www.flyangola.co.ao
Fleet: E145

Guicango GUG Passenger Charter Luanda

Fleet: E120

Heli Malongo HML Passenger Charter Aeroporto 4 de Fevereiro Luanda Gary Guerrero Chief Pilot

www.helimalongo.com
Fleet: DHC 8 Q400 x 5

Heliang Transporte Aéreo HTA Passenger Charter Aeroporto 4 de Fevereiro, Hangar 6, Luanda

Ass Com: Yola Guardado Alves
Tel: +222 352 628
www.heliangola.com
Fleet: D8 Q400 x 5

Serviços Executivos Aéreos de Angola SVG Passenger Charter Lubango

Fleet: ERJ-135 x 2, ERJ-145

SJL Aeronáutica SIA Schedule carrier Aeroporto 4 de Fevereiro, Luanda

CEO: Papy Bialufuvi
Tel: +244 997 289 2814
www.sjlaeronautica.ao
Fleet: E145 x 21

TAAG Angola Airlines DT Schedule Carrier Rua de Missao 123, Luanda

CEO: Joaquim Teixeira da Cunha and
Viputa Gunatilleka
www.taag.com
Fleet: B737-700 x 6; B737-700QC, B777-
200ER x 3; B777-300ER x 5, DH 8-400 x



BENIN

Benin Airlines BJN Scheduled Carrier

Bernardin Gantin
www.benin-airline.com
Fleet: Caravan 208B



BOTSWANA

Air Botswana BP Schedule Airline Sir Seretse Khama International Airport, Gaborone

CEO: Agnes Khunwane
www.airbotswana.co.bw
Fleet: ATR 42-500, ATR72-600 x 2, E170
x 2

BlueSky Airways BSW Passenger Charter Sir Seretse Khama International Airport, Gaborone

CEO: Mark Spicer
Tel: +267 318 1544
www.blueskyairways.co.bw
Fleet: B737

Botswana Defence Force Air Wing BDF Government Gaborone

Commander in Chief: President
Mokgweetsi Masisi
Fleet: Canadair CF 5/CF, Elbit Hermes
450, IAL Silver Arrow 180, PC-7, King Air.
BN Defender, C-212 Aviocar, CN-235,
CSkymaster, Glocal Express, LC130

Kalahari Air Services & Charter KLH Business/Private Charter Sir Seretse Khama International Airport, Gaborone

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www.kavangoair.com
Fleet: C 172 x 3, C206 x 3, GA8

Mack Air MBW Passenger Charter Airport Road Maun

CEO: Stuart and Lara Mackay
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www.mackair.co.bw
Fleet: C M2, C208 x 18, C210, GAB Airvan
x 3

Major Blue Air 9KO, Passenger Charter Natlee Centre, Maun

CEO: Arjinder Pal Singh
Tel: +267 686 5671
www.majorblueair.com
Fleet: C1712S, C206H, G8A Airvan,
Cessna Caravan, H800 XP, KingAir B200,
Baron 58,

Moremi Air NMR Passenger Charter Maun Airport Building, Maun

CEO: Sue Smart
Tel: +267 686 3632
www.moremiair.com
Fleet: C210, C208, C206, C172, BN-2
Islander, GA8 Airvan

**Wilderness Air, Charter
Maun International Airport**

CEO: Neil and Suzy Lumsden
Tel: +267 392 6886
www.wilderness-air.com
Fleet: C206, C208B, C210, CF406
Caravan II



BURKINA FASO

**Air Burkina 2J Schedule Carrier
29, Av. de la Nation, Ouagadougou**

Blaise Sanon General Director
www.air-burkina.com
Fleet: E170 x 2

**Air Sarada International BF1 Passenger
Charter Ouagadougou**

CEO: Ghislain Ouoba
Tel: +226 25 38 05 68
www.air-sarada.com
Fleet: DH8 x 2

**Ariella Airlines RIE Scheduled Carrier
Airport International de Bobo**

CEO: Samuel Karambiri
Tel: +226 25 65 83 44
www.flyariella.com

**Colombe Airlines OOB Schedule Carrier
Ouagadougou**

CEO: Pascal Tigahiré
www.colombeairlines.com
Fleet: ATR72-200

**Liza Transport International LZI,
Business/Private Charter Ouagadougou**

CEO: Mahamadou Bonkougou
www.lti.aero.co
Fleet: A319, B737



BURUNDI

**Afra Airways, Scheduled Carrier
Avenue de la RDC, 9, Bujumbura**

CEO: Manuel Pereira
Tel: +75 025 025
www.afraair.bi

**Burundi Airlines 1RT Scheduled Carrier
13, Avenue du Commerce, Bujumbura**

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CAMEROON

**Air Leasing Cameroon ACM, Passenger
Charter 144 Avenue de l'indépendance,
Douala**

www.airleasing.com
Fleet: F28-4000.

**Camair-Co CMO, Scheduled Carrier
Immeuble La Rotonde- Boulevard de la
liberté, Douala**

General Director: Ernest Dikoum
www.camair-co.cm
Fleet: B737-700 x 2, MA-60 x 2

**Caverton Aviation Cameroon CVQ,
Passenger Charter Zone Aviation
Legere, Ancient Aeroport, Douala**

CEO: Olabode Makanjuola
Tel: +696 63 12 2474
www.caverton-offshore.com
Fleet: DHC-6-400

**Cronos Regional C8R, Scheduled
Carrier Douala**

CEO: Andréas Kaiafas
www.cronosair.comairinter
Fleet: E135 x 2, E145

**JETFLY.com JFD, Passenger Charter
General Aviation Area, Aéroport
International de Douala, Douala**

CEO: Phillippe Tomaszewski
www.flyjetfly.wordpress.com
Fleet: Do228-200

Section Liaison Air

Yaoundé, GSL, Government
Yaoundé Nsimalen
Fleet: Xian MAGO x 1



CANARY ISLANDS

**Binter Canarias Paligono Industrial
Salientas, Las Palmas**

CEO: Juan Ramsden
Fleet: ATR72-500 x 6, ATR72-600 x 6,
E195-E2 x 5

Canarias Airlines

Oscar Javier Trujillo CEO
Santa Cruz de Tenerife Las Palmas
CEO: Oscar Javier Trujillo
Fleet: ATR72-600 x 12

CanaryFly

Aeropuerto da Gran Canaria
CEO: Regulo Andrade
Fleet: ATR72-500 x 4

Naysa Aerotaxis

Las Palmas, Sur Km 11.60, 35212 Las
Palmas
Fleet: ATR 42/72



CAPE VERDE

**TACV - Cabo Verde Airlines VRL,
Scheduled Carrier Amilcar Cabral Int'l
Airport**

CEO: Sara Pires
www.caboverdeairlines.com
Fleet: B757-200

**Carbo Verde Express
Amilcar Cabral International Airport**

www: cabonverdeexpress.com
Fleet: L-410 Turbolet x 3

**Cabo Verde Connect Services 1LW,
Virtual Carrier Praia**

www.cvconnectservices.com



CENTRAL AFRICAN REPUBLIC

**Karinou Airlines, KRB, Scheduled
Carrier Bangui**

Trad Mustapha Director General
www.karinouairlines.com
Fleet: B737-200, B737-300

**Simb Airlines SB1, Virtual Carrier
Bangui**

CEO: Émile Simb
Tel: +236 70204322
www.simb-airlines.com
Fleet: ERJ 145

**Via Air RCA 9PE, Scheduled Carrier
Avenue Gamal Abdel Nasser, Bangui**

CEO: Robert Cox
www.viaairgroup.com
Fleet: A320-200, A321-200



CHAD

Aviatrade Airways, VTD, Passenger Charter N'Djamena Avmax Chad, XCH, Passenger Charter

N'Djamena International Airport, N'Djamena

www.avmax.com/airlines/avmax-chad
Fleet: DHC-6-400 x 2, DHC-8-200 x 2

Avmax Chad, XCH, Passenger Charter N'Djamena International Airport, N'Djamena

CEO: Steve Hankirk
Tel: +235 66116490

www.avmax.com/airlines/avmax-chad
Fleet: DHC-6-400 x 2, DHC-8-200 x 2, C208 CBX.

Routes: Moundou, Ronier oilfield, Maroua, Garoua, Ngaoudéré, Douala, Yaoundé (Cameroon) Maidouguouri (Nigeria) all the airports and airstrip in Chad.

Force Aérienne Tchadienne, THD, Government Military aviation Base N'Djamena.

Routes: All military sites within the country.

Mission Aviation Fellowship of Chad, 7CC, Passenger Charter N'Djamena International Airport Hassan Djamous.

Phone: +235 66528856
www.maf.org
Fleet: C208.

Route: domestic flights

RJM Aviation RJM, Passenger Charter Hassan Djamous International Airport, N'Djamena

Tel: +235 66287606/99933996
www.rjm-aviation.com
Fleet: ATR72

Toumaï Air Tchad, TOT, Schedule Carrier N'Djamena AirInter 1 A1I Passenger Charter

CEO: Mathias Tsarsi

Air Inter

Aéroport Hassan Djamous, N'Djamena
www.airinter1.com/fr/presentation.php
Fleet: DC-8-70 x 1

RJM Aviation RJM, Passenger Charter Hassan Djamous International Airport, N'Djamena

www.rjm-aviation.com
Fleet: E120

Tchadia Airlines 9JO, Scheduled Carrier Wasihun Asres CEO, Avenue du President Tombalbaye, N'Djamena

CEO: Wasihun Asres
www.tchadianairlines.com
Fleet: DHC-8-400



COMORES

AB Aviation, AYD, Scheduled Carrier Hadoudja, Moroni Int'l

CEO: Ayad Bourhane
www.flyabaviation.com
Fleet: EMB120 x 3, ERJ 145.

Int'Air Îles, IAJ, Scheduled Carrier Quartier Habomo M'roni Mutsamudu, Anjouan

CEO: Ahmed Inzoudine
www.inter-iles-air.com
Fleet: C208 x 2, C404 Titans x 2, Let L-410 Turbojet, Saab 340B



CONGO BRAZZAVILLE

Canadian Airways Congo CCN, Scheduled Carrier Aéroport Maya Maya Brazzaville

www.canaircongo.com
Fleet: B737-200, DC-9-82, DC-9-83

ECAIR - Equatorial Congo Airlines EQO, Scheduled Carrier Quartier Batignolles, Brazzaville

CEO: Fatima Beyina-Moussa
Fleet: B737-200, B757-200

EquaFlight Service, 5E, Scheduled Carrier B.P. 4247, Pointe Noire

Seydou Thiam Director General
www.equafight.com
Fleet: F900X, B1900, ERJ 135

EquaJet, 5EJ, Business/Private Charter Aéroport Maya Maya, Brazzaville

CEO Carel Neveling
www.equajet.com
Fleet: ERJ 135 VIP, B1900C, ERJ 135 ER

SN Air Congo, CNO, Scheduled Carrier P.O. Box 2028, Brazzaville

CEO: Jerome Maillet
Fleet: MA-60 x 4

Trans Air Congo - TAC, Q*, Scheduled Carrier Avenue du General de Gaulle, BP 4450, Pointe Noire

CEO: Ahmad El Hadj
www.flytransaircongo.com
Fleet: B737-300 x 3.



DEMOCRATIC REPUBLIC OF CONGO

Air Kasai KSI, Scheduled Carrier Kinshasa N'Djili 5, Aéroport de Ndolo, Barumbu / Kinshasa

CEO: Basile Malamas
www.airkasai.cd
Fleet: AN-16, ATR 72, Let L-410 Turbojet, B737-230, An2 x 1

Air Katanga, FBY, Passenger Charter Lubumbashi

CEO: Paul Bass
Tel: +243 997021173
www.airkatanga.com
Fleet: E135

Airfast Congo, FBM, Scheduled Carrier Avenue Usoke N°5, Lubumbashi

CEO: Patrick Foppaini
Tel: +243 995731402
www.airfast-congo.com
Fleet: LET 410 UVP-E x 4

Busy Bee Congo, BBC, Scheduled Carrier

CEO: Ted Hoareau
8 Avenue des Grevellias, Quartier les Volcans, Goma
www.busybeecongo.com
Fleet: F 60

Congo Airways, CGW, Schedule Carrier Immeuble Elembo, 243 Boulevard du 30 Juin, Kinshasa,

CEO: Desire Balazire Bantu; Louise Mayuma Kasende Chairman
www.congoairways.com
Fleet: A320-200 x 2, DHC-8-400 x 2

Filair, ILR, Passenger Charter Kinshasa N'Dolo

CEO: Dany Phlemotte
Tel: +34 934424950
Fleet: B737 x 18

flyCAA, CBU, Schedule Carrier Mandela, Gombe, Kinshasa

CEO: David Blattner
www.caacongo.com
Fleet: A320-200, A321-200, ATR72-500, F50

Gomair, GOM, Passenger Charter

Kingabwa concession Iveco, Goma
CEO: Dieudonné Bakarani
Tel: +243 999939807
www.gomaircongo.com
Fleet: B737-300, F50/F60 x 2

Katanga Wings, TPZ, Passenger Charter Kingabwa concession Iveco, Goma Lubumashi
 CEO: Georges Kanguza
 www.katangawings.com
 Fleet: DC-9-83

Kin Avia, KVA, Schedule Carrier Kinshasa N'Dolo
 CEO: Erik Jacobs
 Tel: +243 816303331
 www.kinavia.com
 Fleet: LET 410UVP-E x 2, B1900

Malu Aviation, MLU, Schedule Kinshasa N'Dolo
 CEO: François Kasindi
 www.flymaluaviation.com
 Fleet: Jetstream 41

Mwant Jet, MWJ, Scheduled Carrier 42 Pumbu Gombe, Kinshasa N'Dolo
 CEO: Gueda Yav Wicht
 www.mwantjet.com
 Fleet: E145

Serve Air Cargo, SVH, Cargo Carrier Limete Industrial, Kinshasa N'Djili
 CEO: Jay Jagtani
 www.serveaircargo.com
 Fleet: B727-200 x 4, B737-300 x 4

Swala Aviation SWV, Passenger Charter Bukavu
 CEO: Luigi Rossi
 www.swalaaviation.com
 Fleet: Do228-100

Trans Air Cargo Service TCS, Cargo Carrier Industriel, Kinshasa N'Djili
 CEO: Jonathan Lemaire
 www.tacscargo.com
 Fleet: B737 x 2



DJIBOUTI

Air Djibouti, JIB, Virtual Carrier Avenue George Pompidou 3, Djibouti
 CEO: Aboubaker Omar Hadi
 www.air-djibouti.com
 Fleet: leased

Daallo Airlines, D3, Virtual Carrier Dubai Airport Free Zone
 CEO: Olad Mohammed Ibrahim
 www.daallo.com
 Fleet: B737-300

Ivory Jet Services, IVJ, Business/Private Charter Plateau du Serpent, Djibouti
 Tayoro Nyckoss President and Director General

Tel: +253 21352244
 www.ivoryjetservices.com
 Fleet: Falcon 50



EGYPT

Air Arabia Egypt, BEY, Scheduled Carrier Cairo Egypt
 CEO: Emad Salem
 www.airarabia.com
 Fleet: A320-200 x 6

Air Cairo, CCE, Scheduled Carrier Cairo International Airport
 CEO: Hussein Sherif
 www.flyaircairo.com
 Fleet: A320-200 x 6, A320 neo x 4

AlMasria Universal Airlines Scheduled Carrier Cairo International Airport – Terminal 1, Cairo
 CEO: Ahmed Gadallah
 www.almasmasria.com
 Fleet: A320-200 x 2, B737-400 x 2, B737-500

Ajwaa Airlines, 1UH, Passenger Charter 5 Farid street, Almaza, Cairo Int'l
 CEO: Abdelkader Farid
 www.alexandriaairlines.com
 Fleet: A330-200

Alexandria Airlines. KHH, Passenger Charter Masr Algdida, Cairo Int'l
 CEO: Ihab Munem
 www.alexandriaairlines.com
 Fleet: B737-500, B777-300

Alkan Air (Egypt) 9OB, Business/Private Charter Autostrad Road, Mokattam, Cairo Int'l
 CEO: Wendy Taylor
 Tel: +201 022226208\
 www.alkanair.com.eg
 Fleet: KingAir 200, B 1900 x 2, KingAir 300, BE 350, DHC-3T, Do228, C208

AlMasria Universal Airlines, MSU, Scheduled Carrier Cairo International Airport – Terminal 1, Cairo Int'l
 CEO: Ahmed Ismail
 www.almasriaairlines.com
 Fleet: A320-200, A330-200, B737-400 x 2, B737-500

AMC Airlines, AMV, Passenger Charter El Nozha El Gedida, Heliopolis, Cairo Int'l
 CEO: El-Sayed Saber
 www.amcairlines.com
 Fleet: A320-231, B737-500 x 2, B737-800 x 2

CIAF Leasing - Air Operation 9RV, Passenger Charter Terminal 1 Cairo Airport, Cairo Int'l
 CEO: Salah Hashem
 Fleet: ERJ 170

Cleopatra Aviation, CLP, Business/Private Charter Cairo International
 CEO: Ahmed Ragheb
 Tel: +974 44439333
 www.cleopatraaviation.com
 Fleet: E170, E195 x 2

Cobra Jet, COJ, Passenger Charter Cairo Int'l
 CEO: Jeff Walkowiak
 www.cobrajet.org
 Fleet: A320

EgyptAir, MS, Scheduled Carrier Airport Road. Cairo
 CEO: Ahmed Adel
 www.egyptair.com
 Fleet: A220-300 x 10, A320 neo x 8, A330-200, A330-300 x 4, B737-800 x 29, B777-300ER x 6, B787-9 x 9

EgyptAir Cargo MSX, Cargo Carrier Cairo Int'l
 CEO: Ahmed Shaheen
 www.egyptair-cargo.com
 Fleet: A330-200 x 3

FlyEgypt, FT1, Scheduled Carrier Sheraton Heliopolis. Cairo 11799
 CEO: Ahmed el Helw
 www.flyegypt.today
 Fleet: B737-700 x 2, B737-800 x 6

Nesma Airlines NES, Scheduled Carrier El Nozha El Gedida, Cairo
 CEO: Faisal Al Turki
 www.nesmaairlines.com
 Fleet: ATR 72-600

Nile Air, NIL, Scheduled Carrier Cairo International Airport, Terminal 1
 CEO: Ahmed Aly
 www.nileair.com
 Fleet: A320-200 x 5, A321-200 x 2

Petroleum Air Services, PES, Scheduled Carrier General Hall, Building 5, Nasr City Area, Cairo Int'l
 CEO: Yahia Hussein
 www.pas.com.eg
 Fleet: CL-600-2D24 x 3, DHC-8-300 x 5

SkyBird Airlines, 9NP, Passenger Charter Cairo Int'l
 CEO: Arvin Shah
 www.skybirdairlines.com



EQUATORIAL GUINEA

Air Annobón, Scheduled Carrier
San Antonio de Palé

CEO: Candido Nsue Okomo
Fleet: ARJ85.

CEIBA Intercontinenta CEI, Scheduled Carrier Cairo Int'l

MD: Bienvenido Esono Engonga Okomo
www.fly-ceiba.com
Fleet: ATR42-300, ATR 42-500, ATR72-500 x 2, B737-800 x 2, B767-300ER, B777-200LR

Cronos Airlines, CNS Scheduled Carrier N Amanda Building N°89, Malabo, Bioko Norte

CEO: Andréas Kaiafas
www.cronosair.com
Fleet: ERJ145MP, ERJ 135 x 2

GEASA - Guinea Equatorial Airlines, GES, Passenger Charter Malabo
Fleet: Yak-40 x 3, An 72, B767-300ER

Punto Azulm Scheduled Carrier Barrio Paraiso s/n, km 3, C. Aeropuerto, Malabo

Chairman: Gabriel Mbagi Obiang Lima
Fleet: ERJ145



ERITREA

Eritrean Airlines, B8, Scheduled Carrier Asmara International Airport

CEO: Nasreddin Ibrahim
www.eritrean.aero
Fleet: B767-200 ER



ESWATINI

Royal Eswatini National Airways SZR, Scheduled Carrier King Mswati III Int'l

CEO: Qiniso Dhlamini
www.renac.co.sz
Fleet: ERJ 145 x 2



ETHIOPIA

East African Aviation, AD1, Passenger Charter Bole Kifle Ketema, Addis Ababa

CEO: George Kivindyó
www.eastafricanaviation.com
Fleet: CL-600-2B19, DHC-8-100, DHC-8-300

ET Executive, ETX, Business/Private Charter Bole International Airport, Addis Ababa

CEO: Tewolde Gebremariam
www.ethiopianairlines.com

Ethiopian Air Force, ETF, Government Addis Ababa

www.fdremod.gov.et
Fleet: DHC-6-300 x 4

Ethiopian Airlines, ET, Scheduled Carrier Bole International Airport, Addis Ababa

CEO: Mesfin Tasew Bekele
www.ethiopianairlines.com
Fleet: A350-900 x 18, B737-700 NG x 3, B737-MAX x 4, B737-800 x 19, B767-300 x 3, B777-200 LR x 6, B777-300 ER x 4, 787-8 x 19, B787-9 x 8, , Q400 Bombardier x 32, B777-200 RF x 10, B737-800F x 4

Midroc Aviation, MDR, Business/Private Charter Addis Ababa

CEO: Arega Yirdaw
www.midroc-ethiotechgroup.com

National Airways (Ethiopia), NEH, Scheduled Carrier DH Geda Building. 7th Floor, Bole Road. Addis Ababa

CEO: Abera Lemi
www.nationalairways.com
Fleet: E1F50 , B1900, ERJ 145 x 4, DH Dash 8 x 4

Trans Nation Airways, TNW, Passenger Charter Addis Ababa

CEO: Terefe Haile
www.midroc-ceo.com/midrocetg/?q=tna
Fleet: DHC-8-200 x 2

Walya Airways, WAY, Passenger Charter Addis Ababa

Tel: +251 116395050
www.flywalya.com
Fleet: E145 x 2

Zemen Flying Service, 9QX, Passenger Charter Addis Ababa

CEO: Eshetu Astatkie
Tel: +251 116623015
www.flyzemen.com



GABON

Afrijet Business Service, LBV, Scheduled Carrier

BP 10.253, Libreville
CEO: Marc Gaffajoli
www.flyafrijet.online
Fleet: ATR42-300 , ATR72-600

Allegiance Airways Gabon Libreville

CEO: Shirley Meyer
www.allegianceairways.com

La Nationale, NRQ, Scheduled Carrier B.P. 821, Libreville

www.lanationale.net
Fleet: ER 120 x 2, ER 120RT

Nouvelle Air Affaires Gabon, NVS, Passenger Charter International airport, Libreville

CEO: Hermine Bongo Ondimba
Fleet: DHC-8-300, Challenger 601, C2078, Dash8-Q300, Hs 800XP, B1900 x 2

NRT Nationale Regionale Transport, Scheduled Carrier Libreville

Mofeku Maketar President
Fleet: EMB120.

Solenta Aviation Gabon, GBV, Passenger Charter BP 492, Libreville

www.solenta.com
Fleet: ATR72-200 x 2



GAMBIA

Mid Africa Aviation, MFG, Passenger Charter 32A Brusubi Phase II, Brusubi-Sukuta Highway, Banjul

MD: Bakary Nyassi
www.flymidafrika.aero
Fleet: B737-300 x 4, B737-500 x 5, Do328-300, F27 MK050 x 1



GHANA

Aberdair Aviation Ghana, 9BG, Passenger Charter Cargo Village, Kotoka International Airport, P.O. Box KIA9826, Accra

CEO: Adrian Wilcox
www.aberdair.com

Africa World Airlines, AFW, Scheduled Carrier Liberation Rd, PMB CT67, Accra
CEO: Michael Luo
www.flyafriaworld.com
Fleet: E145LR x 8

Air Ghana, GHN, Cargo Carrier Kotoka International Airport, Accra
CEO: Marwan Traboulsi
www.airghana.com
Fleet: B737-400F

PassionAir. 9JE, Scheduled Carrier 221 Augustus Akiwumi Street, Airport West, Accra
CEO: Edward Annan
www.flypassionair.com
Fleet: DHC-8-300 x 3, DHC-8-400 x 2

Royal Fly-Gh, RFS, Scheduled Carrier PMB CT 242 Cantonments, Accra
CEO: P B Hedge
www.fly-gh.com

Solenta Aviation Ghana, GSN, Virtual Carrier Accra
www.solenta.com



GUINEA

No known airline operating



GUINEA BISSAU

No known airline operating



IVORY COAST

Air Côte d'Ivoire CDI, Schedule Carrier Abidjan Plateau. 07
CEO: Laurent Loukou
www.aircotedivoire.com
Fleet: A319-100 x 4, A320-200 x 2, A320neo, DHC-8-400 x 4

Alfa Air of Africa, AL2, Business/Private Charter Abidjan
www.alfair.aero
Fleet: B737-500, CL-600-2B19

Corporate Elite Group, CEG, Business/Private Charter Abidjan

CEO: Jean-Claude Kouyo
www.elitegroup.ci
Fleet: Jetstream 41

Solenta Aviation Côte d'Ivoire, SLC, Cargo Carrier Zone Aviation Generale Aeroport
www.solenta.com
Fleet: ATR72-200 x 1



KENYA

748 Air Services 748, Scheduled Carrier 748 Plaza, Lang'ata Road, Nairobi Wilson
CEO: Ahmed Jibril
www.748airservicesltd.com
Fleet: DHC-8-100 x 7, DHC-8-400 x 3

Aberdair Aviation Limited (Kenya), BDV, Passenger Charter
CEO: Adrian Wilcox
1st Floor Floor, F Block, Wilson Business Park, Wilson Airport
P.O. Box 705-00517, Nairobi
www.aberdair.com

74AeroSpace Consortium, QCA, Scheduled Carrier Nairobi Jomo Kenyatta
www.aerospace.co.ke
Fleet: BAe ATP x 4

African Express Airways XU, Scheduled Carrier Nairobi Jomo Kenyatta
CEO: Musa Hassan Bulhan
www.africanexpress.net
Fleet: DC-9-82 x 2; DC 9-30 x 2, CRJ200LR

Aim Air (Kenya), AI1, Passenger Charter Nairobi Wilson
www.aimair.org

Air Direct-Connect, DQ, Cargo Carrier Nairobi Jomo Kenyatta
www.airdc.co.ke

Airkenya Express, QP, Scheduled Carrier Wilson Airport, Nairobi
CEO: Dino Bisleti
www.airkenya.com
Fleet: DHC 8 100, DHC-6-300 x 3, DHC-7-100 x 2, C208 x 3

AirTraffic Africa, ATE, Passenger Charter Lengai House, Wilson Airport, Nairobi
CEO: Helmuth Rame
www.airtrafficafrica.com
Fleet: Do228-200 x 4, E120 x 2

Airworks Kenya, AWY, Scheduled Carrier AIS Hangar, Wilson Airport
CEO: Eric Kivindu
www.airworks.co.ke
Fleet: DHC-8-200

ALS - Aircraft Leasing Services, AIF, Passenger Charter Wilson Airport
CEO: Shakeel Khan
www.als.co.ke
Fleet: DHC-8-100 x 8, DHC-8-200, DHC-8-300, E135 x 2, E145 x 6

AMREF Flying Doctors, FDC, Business/Private Charter Wilson Airport
CEO: Stephen Gitau
www.flydoc.org
Astral Aviation, ACP, Cargo Carrier Nairobi Jomo Kenyatta
www.astral-aviation.com
Fleet: B727-200 x 2, B767-200, DC-9-30

Blue Sky Aviation Services (Kenya), BSV, Scheduled Carrier Moi International Airport, General Aviation Terminal, Mombasa
MD: Peter Ndava
Fleet: Let L 410 x 3

Bluebird Aviation (Kenya), BBZ, Passenger Charter Wilson Airport
www.bluebirdaviation.com
Fleet: CRJ-100 LR x 2, F 50, DHC-6-300

Boskovic Air Charters, BKC, Passenger Charter Wilson Airport
www.boskovicaircharters.com

Buffair Services, BU1, Passenger Charter Wilson Airport
www.buffairservices.com
Fleet: F27 MK050 x 3

Bushair Safaris, BS2, Passenger Charter Hangar #16, Wilson Airport
www.bushairsafaris.com
Fleet: F27 MK050 x 1

Capital Airlines (Kenya), CPD, Passenger Charter Wilson Airport
www.capitalairlines.biz

DAC Aviation East Africa, DCF, Passenger Charter Wilson Airport
www.dacaviation.co
Fleet: CL-600-2B19, DHC-8-100 x 2, DHC-8-200, DHC-8-400 x 1

East African Air Charters, 9GI, Passenger Charter Wilson Airport
www.eaaircharters.co.ke

EastAfrican, BSE, Scheduled Carrier Nairobi Jomo Kenyatta
www.eastafrican.com

**ECHO Flight, EHO, Virtual Carrier
Nairobi Wilson**

www.echoflight-reservation.eu

**Everett Aviation, 9FU, Passenger
Charter Nairobi Wilson Airport**

CEO: Simon Everett
www.everettaviation.com

**Fanjet Express, FJX, Passenger Charter
Wilson Airport**

www.fanjett.co
Fleet: B737-300, B737-400, F27 MK050,

**Farmland Aviation, 9GC, Passenger
Charter**

P.O. Box 2226, Nakuru
www.farmlandaviation.com

**Flex Air Charters, 9GC, Passenger
Charter Wilson Airport**

www.flexaircharters.co.ke

**Fly540, F54, Scheduled Carrier
Nairobi Jomo Kenyatta**

CEO: Don Smith
www.fly540.com
Fleet: L-600-2B19 x 3, DHC-8-100, DHC-8-200, DHC-8-300 x 1

**Freedom Airline Express, FXK,
Scheduled Carrier Nairobi Wilson**

www.freedomairexpress.co
Fleet: CL-600-2B19, E120 x 4, F27 MK050 x 2

**Fly SAX Scheduled Carrier
Nairobi**

GM: Francis Brown
Fleet: CL-600-2B19 x 1; DC-9-10 x 2;
DHC-8-100 x 1; F28 MK4000.

**Jambojet JBO, Scheduled Carrier
Wilson Nairobi**

CEO: Karanja Ndegwa
www.jambojet.com
Fleet: DHC-8-400 x 6p

**Jetways Airlines, JTW, Passenger
Charter Nairobi Wilson**

www.jetwaysairlines.com
Fleet: F27 MK050 x 6, F28 MK070

**Jubba Airways (Kenya), JBW, Scheduled
Carrier Panari Sky Centre, Mombasa
road**

Abdullahi Warsame Managing Director
www.jubbaairways.com
Fleet: F27 MK050 x 2

**KASAS, KSL, Passenger Charter
Nairobi Wilson**

www.kasaskenya.com
Fleet: Do228-100, Do228-200 x 12

**Kenya Airways, KQ, Scheduled Carrier
Nairobi Jomo Kenyatta**

Chairman: Michael Joseph
www.kenya-airways.com
Fleet: B737-700 x 4, B737-800 x 8, B787-8 x 9, E190 x 15, B737-300SF x 2

**Mombasa Air Safari, RRV, Scheduled
Carrier Moi International Airport,
General Aviation Terminal, P.O. Box
93961, Mombasa**

www.mombasaairsafari.com
Fleet: C208 x 8

**Ocean Airlines (Kenya), 9EN, Scheduled
Carrier Nairobi Jomo Kenyatta**

www.ocean-airlines.com
Penial Air, 9XY, Passenger Charter
Block 60, Wilson Flyover, Nairobi Wilson
www.penialair.co.ke

**Phoenix Aviation (Kenya), PHK,
Passenger Charter**

P.O. Box 49493, Nairobi Wilson
www.phoenixaviation.co.ke

**Reliance Air Charters, RKY, Passenger
Charter Phoenix House, Wilson Airport,
Nairobi Wilson**

CEO: Chris Mutuku
www.relianceair.co.ke
Fleet: E120

**Renegade Air, 9GK, Scheduled Carrier
Nairobi Wilson**

www.renegadeair.co.ke
Fleet: DHC-8-300 x 2, F27 MK050

**Rudufu, RDF, Passenger Charter
Nairobi Wilson**

www.rudufu.co.ke
Fleet: F27 MK050 x 2

**Safarilink Aviation, XLK, Scheduled
Carrier Nairobi**

CEO: John Buckley
www.flysafarilink.com
Fleet: DHC-8-100, DHC-8-200 x 2, DHC-8-300

**Safe Air, NBS, Scheduled Carrier
Nairobi Jomo Kenyatta**

CEO: Mohamed Noor Aden
www.safeaircompany.com
Fleet: B727-200 x 3, CL-600-2B19, F27
MK050 x 2

**Sandpiper Aviation, 9GJ, Passenger
Charter P.O. Box 24850, Langata Rd,
Nairobi Wilson**

www.sandavia.com

**Scenic Air Safaris, 9GF, Passenger
Charter P.O. Box 994568, Nairobi Wilson**

www.scenicairsafaris.com

**Silverstone Air Services, XA9,
Passenger Charter**

Nairobi Wilson

www.silverstoneair.com
Fleet: CL-600-2B19, F27 MK050 x 2

**Skyward Express, KYP, Scheduled
Carrier Wilson Airport**

Mohammed Somo General Director
www.skywardexpress.co.ke
Fleet: DHC-8-100 x 2, DHC-8-300 x 2,
E120, F27 MK050 x 3, F28 MK0100
Solenta Aviation Kenya, SOK, Cargo
Carrier
Nairobi Jomo Kenyatta
www.solenta.com

**Transafrican Air, TFC, Passenger
Charter Nairobi Jomo Kenyatta**

CEO: Kaires Odom
www.transafrican-air.com

**Transworld Safaris, TWS, Passenger
Charter**

CEO: Baloobhai Patel
Nairobi Wilson
www.transworldsafaris.com

**Trident Aviation, DAC, Passenger
Charter Wilson Airport, Nairobi**

CEO: Philippe Roy
www.dacaviation.com

**Westwind Aviation (Kenya), 9GE,
Passenger Charter Wilson Airport,
Nairobi**

CEO: Ruben Isaac
www.westwind.co.ke

**Yellow Wings Air Services, YWA,
Passenger Charter Nairobi Wilson**

CEO: Christian Strelbel
www.yellowwings.com

**Youth Aviation, 9GA, Passenger Charter
Wilson Airport**



LESOTHO

**MGC Airlines, MGO, Passenger Charter
Maseru**

www.mgc.co.ls

**Mission Aviation Fellowship of Lesotho
Maseru**

www.maf.org



LIBERIA

Liberty Airlines (Liberia), LTY, Passenger Charter

CEO. Managing Director: Capt Raymond A Mitchell
Hangar 1, James Spriggs Payne Airport, Monrovia
www.libertyairlinesinc.com

Lone Star Air, LS1, Scheduled Carrier

Monrovia Roberts

Mission Aviation Fellowship of Liberia, 7LI, Passenger Charter

Monrovia Spriggs Payne
www.maf.org



LIBYA

Acacusair, Scheduled Carrier PO Box 330, Near Islamic Call centre, Tripoli

Tripoli Mitiga

Afriqiyah Airways 8U, Carrier

Tripoli Mitiga
CEO: Abubaker Elfortia
www.afriqiyah.aero
Fleet: A300-600R, A319-100 x 3, A320-200 x 6, A330-200 x 2, A330-300, A350-900 x 10

Air Libya, TLR, Scheduled Carrier

Benghazi, Tripoli Mitiga
CEO: Emad Abdullah Osman
Fleet: ARJ100 x 4, B.146-200

Berniq Airways, 9KW, Scheduled Carrier

Hawari- Independence Street, Benghazi
www.berniq.com
Fleet: A320-200

Buraq Air, BRQ Scheduled Carrier

Tripoli Mitiga
Marwan Bobaida President
www.buraq.aero
Fleet: B737-400, B737-500, B737-800, ECS Libya, ECS, Aviation Business/Private Charter

Fly Nawras, FNW Scheduled Carrier

Tripoli Mitiga
CEO: Mahmoud Etluba

Ghadames Air Transport, OG Scheduled Carrier

Tripoli Mitiga
Fleet: A320-200

Global Air Transport, GAK, Scheduled Carrier

Abdussalam Aradi CEO
Tripoli Mitiga
www.globalair.com
Fleet: E145 x 3, II-76

Halla Air, HTP, Passenger Charter Znata Road, Tripoli Mitiga

CEO: Ibrahim Noor Hillowly
www.halair.com
Fleet: E120

Libyan Air Ambulance, LMB, Government Tripoli Int'l

www.laa.ly

Libyan Airlines, LNA Scheduled Carrier Omar Mukhtar Street, Tripoli

CEO: Hamid Khaled Asbaga
Fleet: A320-200 x 6, A330-200 x 3, A350-900 x 6, CL-600-2D24 x 3

Libyan Civil Aviation Authority, LIY, Government Tripoli Int'l

www.caa.gov.ly
Fleet: DHC-6-300

Libyan Wings, LYW, Scheduled Carrier Mitiga Airport, Al Nofleen Area, Tripoli

CEO: Edgardo Badiali
www.libyanwings.ly
Fleet: A319-100 x 4

Petro Air, PTO, Business/Private Charter

Tripoli Mitiga
www.petroair.ly
Fleet: DHC-6-300 x 5, DHC-6-400, DHC-8-300 x 2, E170 x 3

United Aviation (Libya), ULY, Business/Private Charter

Mitiga Airport, Tripoli Mitiga
www.unitedaviation.ly



MADAGASCAR

Aeromarine, ERE, Business/Private Charter Antananarivo

www.aeromarine.mg

Air Madagascar. MD, Scheduled Carrier Antananarivo

CEO; Hanitra Rasetarinera
www.airmadagascar.com
Fleet: A340-300 x 2, ATR 72-500 x 2, ATR 72-600 x 2, B737-800, DHC 6 Twin Otter x 3

Madagasikara Airways MLG, Scheduled Carrier Antananarivo

Fleet: EMB120.

Mission Aviation Fellowship of Madagascar, 7MM, Passenger Charter Ivato Aeroport , Antananarivo

www.maf-madagascar.org

Tiko Air, TIK, Passenger Charter Antananarivo

Fleet CN 235-10

Tsaradia, MDQ, Scheduled Carrier Antananarivo

www.tsaradia.com
Fleet: ATR72-500 x 2, ATR72-600 x 2



MALAWI

Air Cargo Malawi, MW1, Virtual Carrier EO: Evelyn Mwapasa Lilongwe

www.aircargo.mw

Malawian Airlines, QMN, Scheduled Carrier

Mwai , Lilongwe
CEO: Laike Tadessa
www.malawian-airlines.com
Fleet: B737-700, DHC-8-400

Malawi Army Air Wing, MWW, Government

Blantyre
Fleet: Do 228-200 x 2

Paladin Energy, PNY, Business/Private Charter

Lilongwe
www.paladinenergy.com.au

Ulendo Airlink, ULN, Scheduled Carrier

Lilongwe
www.flyulendo.com
Fleet: C210 x 5, Do 228-100



MALI

Afrikayes Air. 1AM, Virtual Carrier Darsalam District, Administrative Garage, Kayes

www.afrikayesair.com

République du Mali, RDM, Government Bamako

Fleet: B727-200, B737-700 x 1

Sahel Aviation Service, MLS, Passenger Charter

Rue 25, Porte, 352, Badalabougou,
Bamako
CEO: Erik Van Der Gragt
www.sahelaviationservice.wordpress.com
Fleet: E145 x 3

Sky Mali, 9ZV, Scheduled Carrier

Bamako
www.flyskymali.com
Fleet: B737-500 x 1



MAURITANIA

Mauritania Airlines International, L6M, Scheduled Carrier 14 rue Mamadou Konate, Nouakchott

CEO: Mohamed Radhy Ould Bennahi
www.mauritaniaairlines.mr
Fleet: B737-Max 8, B737-700, B737-800;
ERJ145L, ERJ 175R x 2



MAURITIUS

Air Mauritius, MK, Scheduled Carrier Air Mauritius Port Louis

Manraj Dharam Dev Chairman
www.airmauriti.us.com
Fleet: A330-900 x 2, A350-900 x 4,
ATR72-500 x 3

Air-Tec Mauritius, TER, Passenger Charter

Office 111, Ebene Junction, Rue de la
Démocratie, Mauritius
www.air-tecm.com

Corail Helicopteres (Mauritius), COH, Passenger Charter

Bonair Road, Mauritius
www.corail-helicopteres.com

Mauritius Coast Guard, MCG, Government Mauritius

police.govmu.org/English/Organisation/
Branches/Pages/National-Coast-Guard.
aspx
Fleet: Do228-100, Do228-200 x 2

Mauritius Helicopter, MKH, Passenger Charter SSR International Airport, Plaisance, Mauritius

CEO: Garth Gray
www.mauritiushelicopter.com



MAYOTTE

EWA Air, EWA, Scheduled Carrier

Dzaoudzi
CEO: Marie-Joseph Malé
www.ewa-air.com
Fleet: ATR72-600 x 2



MOROCCO

Air Arabia Maroc, ABM, Scheduled Carrier Casablanca Int'l

Laila Mechbal Director General
www.airarabia.com
Fleet: A320-200 x 10

Alfa Air (Morocco), AL1, Business/Private Charter

Casablanca Int'l
www.alfaair.aero

Jet-Set Fly, JS1, Business/Private Charter 130, Boulevard Zerktouni, Immeuble Foch, Apart. N°42, 7ème Étage

Casablanca Int'l
Start-Up

Royal Air Maroc, AT, Scheduled Carrier Aeroport de Casablanca-Anfa, Casablanca

CEO: Abdelhamid Addou
www.royalairmaroc.com
Fleet: ATR 72-600 x 6, B737-800 x30,
B737-Max 8 x 2, B787 x 5, B787 9 x 4,
B747-8, E 190 x 4

Royal Air Maroc Express, RYX, Scheduled Carrier

Driss Benhima President
www.royalairmaroc.com
Fleet: ATR72-600 x 6

YallaFly Airways, 9OJ, Business/Private Charter

Stadionstraat 11, Rabatwww.yallafly.ma
CEO: Nawfal Alami



MOZAMBIQUE

Ambassador Aviation, 7MZ, Passenger Charter Nampula International Airport, Nampula

www.aal.co.mz

Coastal Aviation Moçambique, CQM, Passenger Charter Moçimboa da Praia

CEO: Shafiul Syed
www.coastal.co.tz

Ethiopian Mozambique Airlines, ETZ, Scheduled Carrier Beira International airport, Beira

CEO: Redi Yesuf
www.ethiopianairlines.com/MZ/PT
FlyIndico, FNY, Scheduled Carrier Nacala
CEO: Miguel Ribeiro
flyindico.com

Indigo Helicopteros, IDH, Passenger Charter Nacala

www.indigohelicopteros.co.za

LAM - Linhas Aéreas de Moçambique, TM, Scheduled Carrier

Largo da Deta n. 113, Maputo
CEO: Joao Carlos Po Jorge
www.lam.co.mz
Fleet: B737-700 x 2, DH8 Q400 x 2, Em
190AR x 2

MEX - Mocambique Expresso, MXE, Scheduled Carrier

Largo da Deta n. 113, 2060 Maputo
CEO: Antonio Neves
www.lam.co.mz
Fleet: CL-600-2B19, DHC-8-400, E145 x 3

Solenta Aviation Mozambique, SMZ, Passenger Charter

Maputo
Isaura Guila Operations Manager
www.solenta.com
Fleet: E145 x 1

Vale Mozambique VAQ, Business/Private Charter

Tete
CEO: Márcio Godoy
www.vale.com
Fleet: ERJ145.



NAMIBIA

Bay Air Aviation, BNY, Passenger Charter Old Terminal Building, Eros Airport, Windhoek Eros

CEO: Clifford Strydom
www.bay-air.com

FlyWestair, WAA, Division

Aviation Road, Eros Airport, P.O. Box 407
Windhoek Eros
CEO: Henri van Schalkwyk
www.flywestair.com

Westair Aviation, WAN, Passenger Charter

Aviation Road, Eros Airport, P.O. Box 407, Windhoek Eros
CEO: Henri van Schalkwyk
www.westair.com.na
Fleet: E145 x 3

Wings over Africa, WFR, Passenger Charter

P.O. Box 40489, Ausspannplatz, Windhoek Eros
CEO: Henk Burger
www.wingscharters.com



NIGER

Air Sahel, AWJ, Scheduled Carrier Niamey

CEO: Hacenna Ould Ely
Fleet: B737-700, Do228-200 x 1

Niger Air Cargo, NIM, Cargo Carrier Aeroport Int. Diiori Hamani de Niamey, Zone fret 1er etage, Niamey

CEO: Neil Corbett
www.ecsgroup.aero/ecs_filiale/niger-gac

Niger Airlines, NGS, Schedule Carrier

Rue KK 37 CN1, Kouara Kano, Niamey
CEO: Abdoul Aziz Larabou
www.nigerairlines.net
Fleet: F27 MK050 x 2

Tamara Niger Aviation, TNI, Passenger Charter

Aéroport International Niamey
www.tamaranigeraviation.com



NIGERIA

Aero Contractors, AJ, Scheduled Carrier Murtala Mohammed International Airport, Lagos

CEO: Abdullahi Mahmood
www.flyaero.com
Fleet: B737-400, B737-500 x 2, DHC-8-200, DHC-8-300, DHC 8 400 x 2

Air Peace, LOS, Scheduled Carrier Ikeja, Lagos

CEO: Allen Onyema
www.flyairpeace.com
Fleet: A320-200 x 4, B737-300 x 8, B737-500 x 5, B777-200 ER, B777-300 x 2, E145 x 8, E195-E2 x 5

Air Peace Hopper, P4H, Division Ikeja, Lagos

www.flyairpeace.com

Allied Air, AJK, Cargo Carrier Murtala Mohammed Airport, Lagos

Ceo: Val Tongo
www.alliedairng
Fleet: 737-400 x 3, B737-800

Arik Air, AIK, Scheduled Carrier Arik Air Aviation Centre, Murtala Muhammed Airport

CEO: Roy Ukpebo Ilegbodu
www.arikair.com
Fleet: B737-700 x 8, B737-800 x 4, CRJ-900 x 4, CRJ1000, DH8 x 4
Azman Air, AKN, Scheduled Carrier
#1, Zaria Road, Kano
President: Abdulmunal Yumusa Sarina
www.airazman.com
Fleet: A340-600, B737-300 x 2, B737-500 x 3

Bauchi State Government, BSG, Government Saadu Zungur Press Centre, Government House, Bauchi

www.bauchistate.gov.ng
Fleet: E145

Bristow Helicopters Nigeria, BHN, Business/Private Charter Lagos

www.bristowhelicopters.com
Fleet: E135

Caverton Helicopters, CVP, Passenger Charter 1 Prince Kayode Akingbade Close Off Muri Okunola Street, Lagos

www.caverton-offshore.com
Fleet: DHC-6-400 x 1

CHC Helicopters Nigeria, 9LM, Passenger Charter Lagos

CEO: Mark Abbey
www.chcheli.com

Dana Air, DAI, Scheduled Carrier Ikeja, Lagos

CEO: Michel Dupouy
www.flydanaair.com
Fleet: B737-300 x 2, DC-9-82, DC-9-83 x 5

ExecuJet Nigeria, EX8, Business/Private Charter

Murtala Muhammed International Airport, Lagos
CEO: Peter de Waal
www.execujet.com

Green Africa Airways, GNG, Scheduled Carrier

Lagos
CEO: Babawande Afolabi
www.greenafrica.com
Fleet: ATR72-600 x 3

Gyro Air, 9TV, Business/Private Charter

65 Oduduwa Crescent Gra, Ikeja, Lagos
www.gyroairltd.com

Hak Air, Scheduled Carrier

Ikeja, Lagos
CEO: Harrison Kuti
www.hakair.com
Fleet: B737-400 x 5

Izy Air, IZY, Business/Private Charter Mount Pleasant Estate, Mborra District, Abuja

CEO: Alex Izinyon
www.izyair.com

JedAir, JEN, Business/Private Charter

Concord Hangar, MMA, Ikeja, Lagos
CEO: Nogie Meggison
www.jedair.aero

Jet Afrique, JAQ, Scheduled Carrier

1B, Tinuade Street, Off Allen Avenue, Ikeja, Lagos
www.flyjetafrique.com

Jet Support Services, NGO, Business/Private Charter

Olatunbosun Court, Lagos
www.jetssupportservices-ng.com

jetWest Airways, JWN, Scheduled Carrier Lagos

CEO: ikko Nwachukwu
www.flyjetwest.com

Maple Aviation Logistics, MPV, Business/Private Charter

Oniru, Lekki Expressway, Lagos
CEO: Folarin Adesemowo
www.mapleaviationlogistics.com

MaxAir (Nigeria), MXI, Scheduled Carrier

16 Ashton Road. Katsina
CEO: Alhaji Dahinu Barau
www.maxair.com.ng
Fleet: B737-300 x 7, B747-400 x 3, E135

Merchant Express Cargo Airlines, OCK, Cargo Carrier

Lagos
CEO: Shina Akinfenwa
www.merchantexpresscargo.com

Nigerian Air Force, NIF, Government Lagos

www.airforce.mil.ng
Fleet: ATR42-500 x 2, B737-700, Do228-100, Do228-200 x 5

Odengene Air Shuttle Services, OHS, Business/Private Charter Maryland, Ikeja, Lagos

CEO: Evarest Nnaji

www.oas-helicopters.com
Fleet: E145

**Omniblu Aviation, OMB, Business/
Private Charter Domestic-International
Terminal Link Road, Lagos**

www.omniblu.com
Fleet: B737-200 x 1

**Onedot Aviation, 9UY, Business/Private
Charter NCAA/NAFIS Hanger, MM
Airport Ikeja, Lagos**

CEO: Henry Ogunyemi
www.onedotaviation.com

**Overland Airways, OJ, Scheduled
Carrier Anthony Way, Ikeja, Lagos**

CEO: Edward Boyo
www.overlandairways.com
Fleet: ATR42-300 x 4, ATR72-200 x 3,
B1900D x 2

**Pan African Airlines (Nigeria), PNF,
Passenger Charter Old Domestic Wing
Murtala Muhammed Airport**

CEO: Christopher Hamouri Thambwe
www.pan-africanairlines.com

**Quorum Aviation, NG3, Business/
Private Charter 7, Sakatinubustreet,
Victorialisland, Lagos**

CEO: Faouzia Mahamoud Kamoula
www.quorumaviation.com

**Revilo Aerospace, 9UW, Passenger
Charter General Aviation Terminal, MM
Airport Ikeja, Lagos**

CEO: Oliver Eberendu
www.reviloaerospace.com

**Rivers State Government, RSV,
Government Calabar**

www.riversstate.gov.ng

**Sky Power Express Airways, EAN,
Cargo Carrier Lagos**

www.skypowerexpress.com

**SkyBird Air, KYI, Business/Private
Charter 9, Joel Ogunnaike Street, Ikeja,
Lagos**

CEO: Magdy Elhalfawy
Fleet: Do328-300 x 3

**Skyjet Aviation Services, BBK,
Business/Private Charter Kaduna
International Airport, Kaduna, Kaduna
Int'l**

www.skyjetaviationservices.com
Fleet: E135 x 2

**United Nigeria Airlines, NUA, Scheduled
Carrier**

Plot C2A Garden Avenue, Enugu
www.flyunitednigeria.com
Fleet: E145 x 4

**West Link Airlines, WEI, Passenger
Charter Area 3, Garki, Abuja**

CEO: Ibrahim Mshelia
www.flywestlink.com

**Xejet, NG5, Scheduled Carrier
5, Isaac John Street, Lagos**

www.xejet.com
Fleet: E145 x 1



REUNION

**Air Austral UU, Scheduled Carrier
St. Denis de la Réunion**

CEO: Marie-Joseph Malé
www.air-austral.com
Fleet: ATR72-500 x 2; B737-800 x 2;
B777-300 x 3; B787-8 x 2.

**Corail Helicopteres, ZSE, Passenger
Charter Route Cannière, St. Pierre de la
Réunion**

www.corail-helicopteres.com

**Run Aviation, RUR, Passenger Charter
St. Denis de la Réunion**

CEO: Laetitia Pardieu-Moutin
www.runaviation.com



RWANDA

**RwandAir, RWD, Scheduled Carrier
Kigali International Airport**

CEO: Yvonne Manzi Makolo
www.rwandair.com
Fleet: A330-200, A330-300, B737-700 x 2,
B737-800 x 4, CL-600-2D24 x 2, DHC-8-
400 x 2



SÃO TOMÉ

**Africa's Connection STP, CCP,
Scheduled Carrier Avenida Marginal 12
de Julho, Chalet 6, São Tome**

CEO: Josep Morales
www.africas-connection.com

**Executive Jet Services, ZO4, Passenger
Charter**

Kinshasa N'Djili
CEO: Simon Browse

STP Airways, STP, Scheduled Carrier

Avenida Marginal, Sao Tome
Philibert Neto Chairman
www.stpairways.st



SENEGAL

**Air Sénégal, SGG, Scheduled Carrier
Dakar Blaise Diagne Int'l**

CEO: Ibrahima Kane
www.flyairsenegal.com
Fleet: A319-100 x 2, A321-200 x 2, A330-
900, ATR72-600 x 2, BD-500-1A11 x 8

**Arc en Ciel Airlines, JM1, Passenger
Charter Aéroport L.S. Senghor Int'l**

CEO: Michel Jacquot
www.arcenciel-aviation.com

**Groupement Aérien Sénégalais, GRS,
Government Dakar Yoff-Léopold Sédar
Senghor Int'l**

Fleet: A319-100, A320-200, B727-200 x 1

**Transair (Senegal), TDK, Scheduled
Carrier 1, Route de Ngor, Dakar**

DG: Alioune Fall
www.groupetransair.sn
Fleet: E120, E145 x 2



SEYCHELLES

**Air Seychelles, HM, Scheduled Carrier,
cargo Specialised Air Seychelles Head
Office, Pte Larue, PO Box 386, Mahe**

CEO: Sandy Benoiton
www.airseychelles.com
Fleet: A320-200 neo x 2, DHC-6-Twin
Otter -400 x 5

Routes The airline offers international flights to Johannesburg, Mauritius, Mumbai, Tel Avia as well as charter services on demand. On the domestic network, Air Seychelles operates daily domestic flights between Mahe and Praslin as well as charter services throughout the archipelago.

**Autolex Transport, 9YQ, Business/
Private Charter**

Office 22, Alpha Centre, Providence. Mahé
Fleet: E135 x 1

**Islands Development, ISV, Passenger
Charter New Port, Latanier Road, Mahé**

www.idcseychelles.com/aviation
Fleet: Do228-200 x 1

Seychelles Air Force, 9QW, Government
Point Larue, Mahé
Fleet: DHC-6-300, Do228-200 x 2

ZilAir, ZIL, Passenger Charter
Pointe Larue, Mahé
www.zilair.com



SIERRE LEONE SOMALIA

Freedom Airline Express (Somalia), EX5, Passenger Charter Mogadishu
Fleet: E120 x 1

Galeyr Airline, GYR, Virtual Carrier
Aden Abdulle International Airport,
Mogadishu
www.galeyrairline.com

Jubba Airways, JUB, Virtual Carrier
The 30th Street, Mogadishu
Said Qailie Chairman
www.jubbaairways.com



SOUTH AFRICA

Aerios Global Aviation, AG3, Passenger Charter Cape Town Int'l Airport, Cape Town
CEO: Malcolm Pitcher
www.aeriosglobal.co.za

Africa Charter Airline, AFC, Passenger Charter Johannesburg O.R. Tambo
CEO: Jonathan Mark
www.africacharterairline.com

African Premier Airlines, 1ZL, Scheduled Carrier Johannesburg O.R. Tambo
CEO: Wayne Sprauve
www.flyafricanpremier.com

Air-Tec Africa, TCF, Passenger Charter
Bethlehem Airfield
CEO: Wayne Sprauve
www.air-tecm.com

Airlink (South Africa), LNK, Scheduled Carrier Johannesburg
CEO: Rodger Foster
www.flyairlink.com
Fleet: E135 x 17, E140 x 11, E170 x 3, E190 x 20, Jetstream 41 x 4, C206B x 2

Angel Gabriel Aeronautics, AGZ, Passenger Charter Lanseria International Airport
CEO: Dylan Coppard
www.angelgabriel.co.za

Anglo American Aviation, GLV, Business/Private Charter Johannesburg O.R. Tambo
www.southafrica.angloamerican.com
Fleet: Do328-300

Avalon Aviation, 1AE, Virtual Carrier Durban Virginia
www.avalonaviation.co.za

Avex Air Transport, XVT, Business/Private Charter
David Chandler CEO
Johannesburg O.R. Tambo
www.avexair.com
Fleet: Do328-300 x 2

Awesome Aviation, AWM, Specialised: Fleet Leasing
Willow Wood Office Park
CEO: Dieter Ebeling
Broadacres, Fourways, Johannesburg
2021, P.O. Box 741, Lanseria
Tel: +27 11 065 9542
www.awesomeaviation.net
Fleet: A fleet of Beechcraft 1900D

Balmoral Central Contract, BMO, Business/Private Charter Durban King Shaka
www.balmoral.co.za

Blu Crane Air, BPL, Passenger Charter Port Elizabeth
www.blucraneair.com

CemAir, CEM, Scheduled Carrier Hangar 6, OR Tambo Airport
CEO: Miles van der Molen
www.cemair.co.za
Fleet: DHC-8-100, DHC-Q 8-300 x 2, DHC-8 Q-400 x 4, B 1900D x 7, CRJ 100 x 5,

CFA Air Charters, CFH, Business/Private Charter Johannesburg Grand Central
www.cfaservices.co.za
CHC Helicopters (Africa), CHZ, Passenger Charter
CEO: Mark Abbey
Cape Town
www.chcheli.com

Civair, CIV, Business/Private Charter General Aviation Area, Cape Town
MD: Andy Cluver
www.civair.co.za
Fleet: Bell Jet Ranger x 2, Hughes 500, R44 x 2, BO 105, C207, C414

DTL Air Charters, DTR, Virtual Carrier Terminal Building, Airport Road, Lanseria
www.dtl-aircharters.com

East Coast Airways (South Africa), ECT, Business/Private Charter Durban Virginia
CEO: John Dyer

Elite Jet (South Africa), ZI1, Virtual Carrier Lanseria International Airport, Hangar 201
CEO: Greg Ermes
www.elitejet.co.za

ExecuJet Africa Entrance 1, Lanseria International Airport, Johannesburg, South Africa, 1748
CEO: Gavin Kiggen (Vice President – Africa)
Tel: +27 11 516 2300
Web: www.execujet.com
Service/s offered: Charter, Cargo, Aircraft Sales, FBO, Aircraft Management, Experiences, UAVs, CAMO, Consultancy and Full Turnkey Solutions
Fleet: 90 in Africa, 240 in Group
Routes: As per client request – Charter Worldwide
Any future plans: Growth and Diversity

Exxaro Resources, XXJ, Business/Private Charter Roger Dyason Road, Lanseria
CEO: Mxolisi Donald Mbuyisa Mgojo
www.exxaro.com

Fair Aviation, FIV, Passenger Charter Hanger 2, Precinct 3, Bonaero Drive, Lanseria
CEO: Freddy Brons
www.fairaviation.co.z
Fleet: B.146-200, B.146-300 x 2

Falconair, FCN, Business/Private Charter
CEO: Jon Cogan
Cape Town
www.remgro.com

Fastjet South Africa, FSF, Scheduled Carrier Johannesburg O.R. Tambo
www.fastjet.com

Federal Air, FEI, Scheduled Carrier 14 Northern Perimeter Road, Durban Virginia
CEO: Evan Baillie
www.fedair.com
Fleet: B1900 x 5, B58 x 2, KingAirB200 x 2, Cessna Grand Caravan x 6, PC-12 x 3

Fireblade Aviation, OPM, Passenger Charter
Denel Precinct, Astro Park,
Johannesburg O.R. Tambo
CEO: Jonathan Oppenheimer
www.firebladeaviation.com

FlyAwesome, AWY, Passenger Charter
Lanseria Airport, Hangar 104C Gate 15,
Lanseria
www.flyawesome.com

Flyfofa Airways, FFJ, Passenger Charter
Wonderboom Airport, Hangar 71,
Pretoria
CEO: Jacky Fisha
www.flyfofa.co.za

FlyJetstream, 1AY, Business/Private Charter
Wonderboom Airport, Lintveld Road,
Pretoria
www.flyjetstream.co.za

FlySafair, FFS, Division
Northern Perimeter Road, Bonaero Park
CEO: Elmar Conradie
www.flysafair.co.za
Fleet: B737-400 x 5, B 737-800

Fortune Air, PLG, Passenger Charter
Lanseria
www.fortuneair.co.za

Freedom Air (South Africa), FRZ, Passenger Charter
Hangar 71, Wonderboom Airport,
Pretoria
www.freedomair.co.za

Global Aviation Operations (Pty) Ltd, Trading as Global Airways and trading as Lift; ACMI, local scheduled services
CEO Global Aviation Operations:
Quentin Tomaselli
Hangar 2, Northern Perimeter Road,
Precinct 3, O.R. Tambo Intl, Airport,
Kempton Park, South Africa
Tel: +27 (0) 10 900 4900
www.g-airways.com
Fleet: A320-200 x 7, A340-500 x 1

Gryphon Airlines SA, GRZ, Passenger Charter
Johannesburg O.R. Tambo
CEO: Zep du Plessis
www.jet-express.net
HALO Aviation, HAO, Passenger Charter
Hangar 23, Lanseria International Airport,
Lanseria
www.haloav.co.za

JAM Air, JIT, Business/Private Charter
Lanseria
CEO: Peter Pretorius

www.jamint.com

Kangra Aviation, KGR, Business/Private Charter
Lanseria
CEO: Tikaraj Aishwarya Katoch
www.kangragroup.com

Khuphuka Kings Airways, KKW, Cargo Carrier
King Shaka Dr, Durban King Shaka
www.khuphukakingsairways.co.za

Kindoc Airways iocBusiness/Private Charter
Lanseria
CEO: Tshokolo Nchocho
www.idc.co.za

King Air Charter, KAC, Business/Private Charter, Cargo, Aircraft Leasing
Hangar 205 Lanseria International Airport
Tel: +27 11 701 3250
Personnel: Pauline Ntuli, Sharon Smith
CEO: Riccardo Talevi
www.kingair.co.za
Fleet: King Air 200, Beechcraft 1900,
Hawker 800XP
Routes: Charter

King Shaka Aviation, RKJ, Passenger Charter
Hangar No 4, Virginia Airport, Durban Virginia
www.kingshakaexport.co.za/default.htm

Kulula Air, KLL, Division
Johannesburg O.R. Tambo
www.kulula.com

Lift Airlines, LFS, Division see Global Aviation
Johannesburg O.R. Tambo
CEO: Jonathan Ayache
www.lift.co.za

Mara-Dikwe Air Taxi, MDK, Virtual Carrier
Johannesburg Grand Central
CEO: Robert More
www.more.co.za

MCC Aviation, MCV, Business/Private Charter
Hangar 43, Gate 5, Lanseria
CEO: Mike Barnes
www.flymcc.co.za

Medair Charter, MCR, Business/Private Charter
Lanseria
CEO: David Verboom
www.medair.co.za

Mission Aviation Fellowship of South Africa, 7MS, Passenger Charter
P.O. Box 1288, Lanseria
CEO: Maxine Holman
www.mafsa.co.za

NAC Charter, SLE, Passenger Charter
Lanseria Airport, Hangar 104C Gate 15,
Lanseria
CEO: Martin Banner
www.nac.co.za
Fleet: E120 x 1

Orsmond Aviation, OMD, Business/Private Charter
Bethlehem
www.orsmondaviation.co.za

Owenair, OWE, Passenger Charter
Office 9, first floor, Main terminal building, Lanseria
CEO: Clive Skinner
Tel: +27 82 923 9580
www.owenair.co.za

Pambele Aviation, 9YB, Passenger Charter
Johannesburg Grand Central
www.pambele.aero

Phoebus Apollo Aviation, PHB, Passenger Charter
Rand Airport, Germiston
Owner: Hennie Delport
www.phoebusapollo.co.za
Fleet: DC9-30 x 2

Private Sky Charter, 9VY, Passenger Charter
Johannesburg O.R. Tambo
www.privatesky.co.za

Rani Air, RNI, Passenger Charter
Indigo Bay
www.raniresorts.com

Resilience Aviation, 9QB, Passenger Charter
Lanseria
www.resilienceaviation.co.za

Safair, FA, Scheduled Carrier
Northern Perimeter Road, Bonaero Park, Kempton Park
CEO: Elmar Conradie
www.flysafair.co.za
Fleet: B737-400 x 10, B737 400C B737-800 x 7L-100-30 x 6

Sahara African Aviation, HRA, Passenger Charter
Nelspruit Airport, Hanger 3, Nelspruit
www.flysahara.co.za
Fleet: E120 x 11, E145

Skyclass, SCL, Passenger Charter
Johannesburg Rand/Germiston
CEO: James Grcic
www.flyskyclass.com

Solenta Aviation, SLA, Passenger Charter
Lanseria International Airport
www.solenta.com
Fleet: ATR72-202, E145LR, E145U

South African Airways, SA, Scheduled Carrier
Airways Park, Johannesburg International Airport
CEO: John Lamola
www.flysaa.com
Fleet: A319-100 x 3, A320 x 2, A330-300, A340-300

South African Express, YB, Scheduled Carrier
Airways Park, Johannesburg International Airport
CEO: Victor Xaba
www.flyexpress.aero
Fleet: CRJ 200 x 10, CRJ 700 x 4, Q400 x 10

Springbok Classic Air, SPB, Passenger Charter
Johannesburg Rand/Germiston
www.springbokclassicair.co.za

Star Air (South Africa), SRG, Passenger Charter
O.R. Tambo
CEO: Peter Annear
www.starair.co.za
Fleet: B737-300 x 9

Swift Flite, WFT, Business/Private Charter
Hangar 29, Lanseria
www.swiftflite.co.za
Fleet: E120

TAB Charters, ZT1, Passenger Charter
Lanseria Airport
www.tabcharters.co.za
Fleet: E120 x 1

THG - Titan Helicopter Group, TNH, Passenger Charter
Tamsui Dustria, George
CEO: Martin Steynberg
www.titanhelicopters.com

Ultimate Airways, ULZ, Passenger Charter
Main Terminal Building, Grand Central Airport
www.ultimate-aviation.net/service/ultimate-airways/
Universal Air Evac, UEV, Specialised Air Ambulance Lanseria Airport, Hangar

104C, Lanseria
CEO: Shane Marais
Hangar 104C, Gate 15. Lanseria International Airport
Tel: +27 11 430 1777
www.uniairevac.com
Fleet: Learjet 35A x 2
Routes: Africa

Westline Aviation, WLV, Business/Private Charter Bloemfontein
CEO: Charlie Marais
www.westline.co.za
Fleet: Simulator, C172, Cherokee 28A-140, Cherokee 28R-180 Baron BE55, Bonanzan36, R44, R22,



SOUTH SUDAN

Kush Air, Scheduled Carrier Juba
CEO: Abera Nazar
Fleet: F27 MK050, Il-76 x 3

South Sudan Supreme Airlines, SSO, Scheduled Carrier Juba
CEO: Ayii Duang Ayii
www.flysouthsupreme.com
Fleet: CRJ 100

Southern Star Airlines, SS2, Passenger Charter Juba
CEO: Ahmad Issa
www.flysouthernstar.com
Fleet: DHC-8 100

Ultimate Air, UTI, Passenger Charter Tongping Area, Juba
CEO: Butrus Tor Kuol
www.ultimateair.net

Union Air, 9KF, Scheduled Carrier Juba International Airport, New Terminals, Juba
www.unionav.com

Via Air (South Sudan), VSS, Virtual Carrier Juba
www.viaairgroup.com



SUDAN

Alfa Airlines SD, ASU, Passenger Charter Building No 41, St No. 39 Khartoum
www.alfairlines.sd

Ariab Mining, 6BQ, Passenger Charter Othman Digna Avenue, Khartoum

www.ariabmining.net
Fleet: DHC-6-300 x 1

Badr Airlines, BDL, Scheduled Carrier Arkawet Block 65 Building 393, P.O. Box 6899, Khartoum
CEO: Ahmed Abu-Shaira
www.badrairlines.com
Fleet: B737 300, B737-500 x 6, B737 800 x 4, ERJ 145 x 2

Blue Bird Aviation (Sudan), BBD, Passenger Charter Khartoum
www.bluebirdsudan.com
Fleet: CRJ-100LR x 2, DHC-6-300, F27 MK050

EIDinder Airlines, DNI, Passenger Charter Omak Street, Block 5, Imtidat Nasir, Khartoum
CEO: Ammar Eldaw Ahmed CEO
www.dinderaviation.com
Fleet: F27 MK050 x 3

Green Flag Aviation, GFA, Cargo Carrier Green Flag Hangar - Khartoum Airport
www.greenflag-sdn.com
Fleet: AN 74 x 2, Il-76, Mil Mi-17 x 5, An 30, L Jetstar, Bell 205 x 2, F 50, B737 cargo

Kata Air, KTV, Cargo Carrier Cross King Abdel Aziz, Khartoum
www.kataairline.com

Mid Airlines, NYL, Passenger Charter Khartoum CEO: Learnmore Tshamala
www.midairlines.com
Fleet: Fokker 50 x 2

Nova Airways, NVA, Scheduled Carrier Kuwait Building, Khartoum
CEO: Widaa Nour
www.novaairways.com
Fleet: CRJ-200 ER x 2

SASCO Air Lines, SDN, Passenger Charter Khartoum

Sky Air (Sudan), SDO, Passenger Charter Khartoum
Fleet: B737-500 x 1

Sudan Airways, SD, Scheduled Carrier 161 Obied Khatim Street, Khartoum
CEO: Yasir Timo
www.sudanair.com
Fleet: A300-600R, A320-200, A310-200

Tarco Air, 3T5A, Scheduled carrier Omak Street, Khartoum
CEO: Gasim Alkhaleg
www.tarcoaviation.com
Fleet: B737-300 x 6, B737-400 x 3, B737-500, B737-800 x 2, F50



TANZANIA

Air Excel, XLL, Scheduled Carrier **Arusha Airport**

CEO: Mike Kalaitzakis
www.airexcelonline.com
Fleet: C208B x 8, Let L410 turbo

Air Tanzania, TC, Scheduled Carrier **ATC House, Dar-es-Salaam**

CEO: Ladislaus Matind
www.airtanzania.co.tz
Fleet: A 220 x 2, B787-8 x 2, DHC-8-400 x 5

As Salaam Air, DSL, Scheduled Carrier **Mlandege Street, Zanzibar**

CEO: Hussein Abdulsatar
www.assalaamair.co.tz
Fleet: E120 x 2

Auric Air, UIC, Scheduled Carrier **P.O. Box 336, Mwanza**

CEO: Nurmohamed Hussein
www.auricair.com

Coastal Aviation, CSV, Scheduled Carrier

The Slipway, Dar es Salaam
MD: Maynard M
www.coastal.co.tz
Fleet: C206 x 16, PC-12 6

Everett Aviation (Tanzania), 9GM, Passenger Charter

P.O. Box 364, Dar es Salaam
CEO: Simon Everett
www.everettaviation.com

Fastjet, Scheduled Carrier **Nyerere Road, Dar es Salaam**

CEO: Nico Bezuidenhout
www.fastjet.com
Fleet: A319-100.

Flightlink Air Charters, FIC, Scheduled Carrier

IT Plaza, Ohio/Garden Ave, Dar-es-Salaam
CEO: Munawer Dhirani
www.flightlink.co.tz
Fleet: ATR 72, E120

My Fly Aviation, 01A, Passenger Charter **Kiembe Samaki, Zanzibar**

www.tours.myfly.co.tz/new
Fleet: E120 x 1

Pelican Aviation, PCN, Passenger Charter

Nyerere Road, Dar es Salaam
CEO: Patrick Mwanri

Precision Air, PW, Scheduled Carrier **Quality Plaza Building, Along Nyerere/ Pugu Road, 70770 Dar-es-Salaam**

CEO: Michael Shirima
www.precisionairtz.com
Fleet: ATR42-500 x 3; ATR42-600; ATR72-500 x 5.

Regional Air Services, REG, Scheduled Carrier

Arusha
GM: Hamza Mwapachu
www.regionaltanzania.com
Fleet: DHC-6-300, DHC-8-100 x 1

Safari Airlink, TZF, Passenger Charter **Dar es Salaam**

CEO: Alex Avedi
www.flysal.com

Safari Plus, SFU, Passenger Charter **Dar es Salaam**

CEO: Lusingu Mvungi
www.safairplus.co.tz
Fleet: KingAir 350C, B1900 x 2

Tropical Air, Scheduled Carrier **Zanzibar**

CEO: Farouk O Daud
www.tropicalair.co.tz
Fleet: PA 28 x 2, PA 34, PA 31, C208B x 3, ATR42-300 x 2.

ZanAir, TAN, Scheduled Carrier **Airport Road, Zanzibar**

www.zanair.com
Fleet: C207A, C208B x 2, C404 x 2



TOGO

ASKY Airlines, YKS, Scheduled Carrier **Lome Togo**

MD: Esayas WoldeMariam
www.flyasky.com
Fleet: B737-700 x 5, B737-800 x 5



TUNISIA

Comfort Jet Services, CMJ, Business/Private Charter

Aéroport International Lomé
www.comfortjetservices.com

Jasmin Airways, JMN, Passenger Charter

Impasse 1, 14 Rue Taher Sfar, El Manar 2, Enfidha

www.jasmin-airways.com
Fleet: E170 x 2

Nouvelair, BJ, Scheduled Carrier **Zone Touristique Dkhila, Monastir**

CEO: Chokri Zarrad
www.nouvelair.com
Fleet: A320-200 x 11

Tunisair, TU, Scheduled Carrier **La Charguia 2, 2035 Tunis Carthage**

CEO: Elyés Mnakbi
www.tunisair.com.tn
Fleet: A319-100 x 4; A320-200 x 17; A330-200 x 2; B737-600 x 7; B737-700.

Tunisair Express, TNX, Scheduled Carrier

La Charguia, Tunis Carthage
GM: Moncef Zouan
www.tunisairexpress.com.tn
Fleet: ATR72-500 x 2, ATR72-600 x 2

Tunisavia, TAJ, Passenger Charter **Tunis**

CEO: Karim Milad
www.tunisavia.com.tn
Fleet: DHC-6-300 x 2, Bombardier 600 x 2, Dauphin 365 x 2, Dauphin 365 N3 x 5



UGANDA

AeroLink Uganda, UGD, Scheduled Carrier **Entebbe International Airport**

CEO: Anthony Njoroge
www.aerolinkuganda.com
Fleet: C208 x 4

Air Serv (Uganda), 9KD, Passenger Charter
Hangar One, Entebbe Old Airport, P.O. Box 7548, Entebbe/Kampala
www.airserv.co.ug

Asante Aviation, ASQ, Passenger Charter
Entebbe Kampala
www.flyasante.com

Eagle Air, H7, Scheduled Carrier **Entebbe, Kampala,**

MD: Tony Rubombara
www.eagleair-ug.com
Fleet: B1900, Let L410 Turbo x 3, PA 34, C206

Grand Air Services, 9KE, Cargo Carrier
Entebbe, Kampala
Fleet: B737-300

KEA - Kampala Executive Aviation, KPL, Passenger Charter

Entebbe, Kampala
CEO: Philip Gill
www.flykea.com

Kush Air Uganda, 9JZ, Scheduled Carrier

Entebbe, Kampala
CEO: Abera Nazar
www.kushairug.com

Medwings Aviation, 9JK, Passenger Charter

Entebbe, Kampala
www.medwings.co.ug

Mission Aviation Fellowship of Uganda, 7MU, Passenger Charter

P.O. Box 1, Kajjansi
www.maf-uganda.org

Uganda Airlines, UGX, Scheduled Carrier

Entebbe airport, Kampala
CEO: Jennifer Bmuturaki
www.ugandairlines.com
Fleet: A330-800 x 2, CRJ 900ER x 4

Zone Four International, 1NZ, Cargo Carrier

Entebbe International Airport
CEO: Kaires Odom
www.zone4international.com
Fleet: B.146-300



ZAMBIA

Mahogany Air, MHZ, Scheduled Carrier
Birdcage Walk Road, Lusaka

CEO: Dr Jim Belemu
www.mahoganyair.com
Fleet: B1900, EMB 120 x 2

Mahogany Air, Scheduled Carrier
Lusaka

CEO: Jim Belemu
Fleet: E120 x 2

ProCharter Services, PDC, Passenger Charter

Kenneth Kaunda International Airport,
Lusaka
CEO: John Taylor
www.procharter-zambia.com

Proflight Air Services, PO, Scheduled Carrier

Kenneth Kaunda International Airport
CEO: Tony Irwin
www.proflight-zambia.com
Fleet: CL-600-2B19, Jetstream 41 x 3,
Jetstream 32, CRJ200

Royal Zambian Airlines, RO1, Division

Private Hangars, KKI Airport
www.royalaircharters.com
Fleet: EMB 120 ER x 2, ERJ 145LR

Staravia, SZM, Schedule, Charter, Cargo, Specialised Charter

CEO: Wayne Grove
Hangar 15D, Kenneth Kaunda International Airport, Lusaka
Tel: +260 966 750800
www.staraviadzambia.com
Fleet: C210, Beech Baron 58, King Air E90, King Air B200
Routes: Within Zambia and neighbouring countries in Southern Africa



ZIMBABWE

Air Zimbabwe, UM, Scheduled Carrier
Harare Airport

CEO: Joseph Makonise
www.airzimbabwe.aero
Fleet: A320-200 x 2, B737-200Adv x 2,
B767-200ER x 2, B777-200ER, E145,
MA-60 x 1

Executive Air, AXE, Business/Private Charter

Charles Prince Airport
www.executiveair.co.zw

Falcon Air (Zimbabwe), FAZ, Passenger Charter

Harare Charles Prince
CEO: Monica Chogumaira
www.falconair.co.zw

Fastjet Zimbabwe, FZW, Scheduled Carrier

1st Floor, Domestic Terminal, RG Mugabe International Airport, Harare

CEO: Mark Hurst
Tel: +27 (0) 10 448 0888
www.fastjet.com
Fleet: ERJ145 x 4

Routes: Harare – Bulawayo | Harare-
Victoria Falls | Harare – Johannesburg:
Bulawayo – Harare | Bulawayo –
Johannesburg: Victoria Falls – Harare |
Victoria Falls – Johannesburg | Victoria
Falls – Kruger Mpumalanga | Victoria
Falls- Maun*: Johannesburg – Harare |
Johannesbrug – Bulawayo | Johannesburg
– Victoria Falls

Fly Africa Zimbabwe, ZC, Scheduled Carrier

Domestic Terminal, Harare International Airport

Cassidy Mugwagwa Chairman
Fleet: B737-500

Medical Air Rescue Service, MED, Business/Private Charter
Harare Int'l

www.mars.co.zw

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ENGINES TO BE DEVELOPED IN JOINT VENTURE

Safran Helicopter Engines, a unit of French aerospace and defence multinational Safran SA, and state-run Hindustan Aeronautics Limited (HAL) have signed an agreement to create a new joint venture aimed at developing helicopter engines.

Safran SA designs, develops and manufactures aircraft engines, rocket engines as well as various aerospace and defence-related equipment or their components.

Through a MoU, signed by R. Madhavan, HAL CMD and Franck Saudo, Safran Helicopter Engines CEO in the presence of Olivier Andriès, Safran CEO, both partners will extend their long-lasting partnership by establishing a new aero-engine company in India. The company will be dedicated to the development, production, sales and support of helicopter engines and one of its main objectives will be to meet the requirements of HAL and India's ministry of defence future helicopters, including the future 13-ton IMRH (Indian Multi Role Helicopter).

This MoU demonstrates once again the commitment of both Safran Helicopter Engines and HAL to the Indian Government's vision of "Atmanirbhar Bharat", or achieving self-reliance - particularly in defence technologies.

"The creation of this new joint venture marks a turning point in our relationship with HAL and the Indian MoD with the development and production of a new generation of helicopter engine. We are proud to further expand our structuring partnership with HAL, which began more than 50 years ago, and which was recently illustrated with the development and production of the Shakti engine and the inauguration of our joint venture Helicopter Engines MRO Pvt Limited (HE-MRO)".

"With a fleet of over 1,000 engines, India's Armed Forces are one of the largest operators of Safran-designed helicopter engines," said Franck Saudo

"Safran Helicopter Engines has been our valued partner for several decades. We now look forward to utilize this opportunity to leverage HAL's experience in manufacturing of more than 15 types of

aircraft and helicopter engines to jointly co-develop and manufacture engine with immediate focus on IMRH and its naval variant the Deck Based Multi Role Helicopter (DBMRH). This partnership will involve and utilize the Indian Defence manufacturing ecosystem within India," R. Madhavan.

Safran Helicopter Engines and HAL have already multiple partnerships, including the Shakti engine, which powers HAL-produced helicopters, including the Dhruv, Rudra and the Light Combat Helicopter (LCH). The Ardiden 1U variant also powers the new Light Utility Helicopter (LUH). More than 500 Shakti engines have already been produced

Through HE-MRO joint venture in Goa, Safran Helicopter Engines and HAL will also provide MRO (Maintenance, Repair and Overhaul) services for TM333 and Shakti engines in service with Indian Armed Forces. It will be operational by the end of 2023.

The largest maintenance, repair and overhaul (MRO) facility in the country, being established by Safran, is likely to be fully operational by 2025.

Olivier Andries, chief executive officer of Safran, said that through creation of the company's largest maintenance and repair centre for commercial engines, they are also paving the way to expand their MRO activities in India to military engines. The facility will be established with an investment of (US) \$150 million and generate 1,000 jobs.

The facility will start operations in 2025 and will eventually offer an annual capacity of 250 to 300 engine shop visits. The LEAP and its predecessor, the CFM56, now power over 330 Airbus A320/A320neo and Boeing 737/737 MAX aeroplanes deployed by airlines in the Indian subcontinent. More than 1,500 LEAP engines are currently on order in the region, Andries said.

Jean-Paul Alary, chief executive officer of Safran Aircraft Engines, announced the creation of a MRO facility for CFM LEAP engines which would be built near its new plant.

"Our new MRO 4.0 centre in Hyderabad will strengthen our global network and enable us to meet the needs of our CFM customers against a backdrop of booming air traffic in India and the region. We will benefit from the fast-growing aviation ecosystem and outstanding competence in Telangana" he said.





A REVOLUTIONARY LOW NOISE FOOTPRINT

Joby Aviation has announced that its full-size pre-production aircraft has successfully demonstrated its revolutionary low noise profile, following acoustic testing completed with NASA.

Following analysis of the data obtained over two weeks of testing as part of NASA's Advanced Air Mobility National Campaign, Joby's aircraft was shown to have met the revolutionary low noise targets the company set for itself.

The aircraft registered the equivalent of 45.2 A-weighted decibels (dBA) from an altitude of 1640 feet (500 metres) at 100 knots airspeed, a sound level which Joby believes will barely be perceptible against the ambient environment of cities.

NASA engineers also measured the aircraft's acoustic profile during planned take-off and landing profiles to be below 65 dBA, a noise level comparable to normal conversation, at a distance of 330 feet (100 meters) from the flight path.

Founder and CEO of Joby, JoeBen Bevirt, said, "We're thrilled to show the world just how quiet our aircraft is by working with NASA to take these measurements. With an aircraft this quiet, we have the opportunity to completely rethink how we live and travel today, helping to make flight an everyday reality in and around cities. It's a game-changer."

All measurements were conducted using NASA's Mobile Acoustics Facility, with more than 50 pressure ground-plate microphones placed in a grid array at Joby's Electric Flight Base near Big Sur, CA.

To measure the Joby aircraft's acoustic footprint during overhead flight, it flew over the grid array six times at an airspeed of 100 knots

and a low altitude to measure as much of the aircraft's noise above the background ambience as possible.

Data recorded from the field of omni-directional microphones was then processed by NASA into an "acoustic hemisphere," representing the sound emission in all directions below the aircraft at a 100 ft radius. Joby then applied standard processing techniques for spherical spreading and atmospheric attenuation, resulting in an average free-field overhead flight acoustic reading of 45.2 dBA at 1640 feet (500 meters).

Joby also conducted more than 20 take-off and landing tests above the grid array, using a variety of acceleration rates and climb angles to allow NASA to capture acoustics representative of likely operational procedures. This data will be used to adjust flight software and take-off and landing procedures for further low-noise optimisation.

From day one, the Joby aircraft was designed with acoustics in mind, with the number of propellers and blades, blade shape and radius, tip speeds, and disk loading of the aircraft all selected to minimize its acoustics footprint and improve the character of the sound produced.

Each of the six propellers can also individually adjust its tilt, rotational speed, and blade pitch to avoid blade-vortex interactions that contribute to the acoustic footprint of traditional helicopters.

More details regarding procedures and measurements will be released by both Joby and NASA in technical papers to be presented at industry conferences this summer.

Joby's piloted five-seat eVTOL aircraft can carry four passengers at speeds of up to 200 mph, with a maximum range of 150 miles on a single charge and zero operating emissions.

With more than 10 years of development and over a thousand flight tests completed, Joby is targeting the launch of its aerial ridesharing service in 2024.

ZIM AIRPORT WORK ADVANCES

By Wallace Mawire

The Robert Gabriel Mugabe international airport development project In Zimbabwe is now at an advanced stage with overall work progress reported to be at 42%, according to a recent update by engineer Shamiso Makova on behalf of the Civil Aviation Authority of Zimbabwe (CAAZ).



Makova said that the runway civil works are 100% complete, aprons on 46%, airfield ground lighting (AGL) at 69%, Air Navigation Aids (ANA) at 45%, satellite fire station at 47% and the water storm-water and sewer reticulation work is 34% complete. She said the airport development project work is expected to be completed by the end of 2022.

The upgrade will change Harare's skyline with a modern, attractive upgraded and extended International Terminal Building.

"The extension is set to increase the passenger handling capacity of the airport from the current 2,5 million passengers per annum to 6 million passengers per annum," engineer Makova said in a previous interview with the World Airnews magazine.

She said on completion, the building will have an extra four air-bridges bringing them to a total of seven.

The airport will also have added key airspace management systems in the form of secondary surveillance radar, navigational

aids systems and Doppler Very High Frequency Omni Range (DVOR).

The DVOR when collocated with Distance Measuring Instrument (DME) provides both the angle and slant distance of aircraft with respect to ground station.

The construction of the airport commenced in January 2019 but was set back due to the Covid-19 pandemic.

"With the two shutdowns, it is estimated that the pandemic extended the completion period by about a year. The project is therefore now expected to be completed by the first quarter of 2023.

Work on site has not come to a complete standstill, installation of the roof is now underway," Makova said in an earlier interview.

The airport development project is being completed by a Chinese contractor being managed and supervised by the Airports Company of Zimbabwe and local consultants.

The project is being supported by China Jiangsu International at a cost of approximately (US) \$153 million.

It is the second airport development project undertaken by the airport in Zimbabwe.

The first was the upgrade of Victoria Falls International Airport in 2016, which trebled the airport's annual passenger handling capacity to 1,5 million.

This latest project is expected to increase the number of international airlines opening routes into Harare and a corresponding increase in tourist arrivals.

RG Mugabe airport has one of the longest runways in Africa and was last upgraded in 2001.





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HYDROGEN INFRASTRUCTURE FOR AIRPORTS

Four hydrogen tanks stored in a caudal position inside the Zeroe Demonstrator provide fuel to the hydrogen combustion engine located along the rear fuselage. Photo credit Airbus.

Airbus and Linde have signed a Memorandum of Understanding (MoU) to work on the development of hydrogen infrastructure at airports worldwide.

The agreement follows a co-operation agreement signed in Singapore in February and covers collaboration on global supply chains for hydrogen, from production to airport storage, including the integration of refuelling into normal ground handling operations.

Both companies will define and launch pilot projects at several airports from early 2023 onwards. In addition, Airbus and Linde will analyse the potential of Power-to-Liquid fuels - a type of Sustainable Aviation Fuel (SAF) made from the synthetically produced liquid hydrocarbon through the conversion of renewable electricity.

“We are advancing well with hydrogen as an important technology pathway to achieve our ambition of bringing a zero-emission commercial aircraft to market by 2035. Building the infrastructure is just as crucial. That’s why we are working closely with partners like Linde, who have decades of experience and expertise worldwide in the storage and distribution of hydrogen,”

said Sabine Klauke, chief technical officer Airbus.

“We are pleased to expand our successful collaboration with Airbus to a global scope,” said Philippe Peccard, vice president Clean Energy, Linde.

“By harnessing both companies’ competencies we are well positioned to collaborate with airports and government authorities in the development of viable concepts for sustainable airport hubs based on hydrogen.”

The use of hydrogen to power future aircraft is not only expected to significantly reduce aircraft emissions in the air, but could also help decarbonise air transport activities on the ground.

In 2020 Airbus launched the “Hydrogen Hub at Airports” programme to jumpstart research into infrastructure requirements and low-carbon airport operations, across the entire value chain.

To date agreements have been signed with partners and airports in France, Italy, South Korea, Japan and Singapore.

The first ZEROe concept aircraft were unveiled in 2020, and development of the corresponding technology bricks is now underway in a global R&T network focused on developing the hydrogen technology for future commercial aircraft.

ETHIOPIAN AIRLINES AND INDIA



Four Indian cities are now served by Ethiopian Airlines on a passenger basis. The latest to join is Chennai, running a three times weekly year-round utilising 160-seat B737 MAX 8s, although the first roundtrip used the B787-8.

While Chennai has been served for freight, it is the first time for regular, scheduled passenger service. Ethiopian will be targeting the estimated 140,000 people who travelled between Chennai and Africa in 2019. Nearly 200 people travelled daily, each way.

Chennai’s launch means that Ethiopian now has 30 weekly passenger flights to India.

It also serves Mumbai (2x daily; B777-200LR), Delhi (10x weekly; B787-8), and Bangalore (3x weekly; B787-8 and B737-800).



Embraer Freighter Conversion

FIRM CONTRACT FOR UP TO 10 PASSENGER TO FREIGHT CONVERSIONS

Embraer has signed a firm order for up to 10 Embraer E-Jets Passenger to Freight conversions with an undisclosed customer. Aircraft for conversion will come from the customer's current E-Jets fleet, with deliveries starting in 2024.

This is the first firm contract for Embraer's P2F, being the second agreement for this kind of operation. In May, Embraer and Nordic Aviation Capital (NAC) announced an agreement in principle to take up to 10 conversion slots for E190F/E195F.

Embraer's E-Jets P2F conversions deliver segment-leading performance and economics. The E-Jets Freighters will have over 50% more volume capacity, three times the range of large cargo turboprops, and up to 30% lower operating costs than narrowbodies.

With more than 1,600 E-Jets delivered by Embraer globally, P2F customers benefit from a well-established, mature, global services network, in addition to a comprehensive portfolio of products ready to support their operations from day one.

The conversion to freighter will be performed at Embraer's facilities in Brazil and includes main deck front cargo door; cargo handling system; floor reinforcement; Rigid Cargo Barrier (RCB) – 9G Barrier with access door; cargo smoke detection system (class E main deck cargo compartment), Air Management System changes (cooling, pressurization, etc.); interior removal and provisions for hazardous material transportation.

Combining under-floor bulk cargo and main deck, the maximum gross structural payload is 13,150kg for the E190F and 14,300kg for the E195F.

Considering typical e-commerce cargo density, the net weights and volumes are also impressive: the E190F can handle a payload of 23,600lb (10,700kg) while the E195F a payload of 27,100 lb (12,300 kg).



ZIM DRONE CONFERENCE

By Wallace Mawire

The Zimbabwe international drone conference will be held on 3 to 5 August 2022 under the theme: Building local capacity to harness Africa's drone ecosystem and transform the future of work.

According to the organisers, Precision Drone Training, a demo day will be held on 5 August, 2022.

The conference is expected to host local and international speakers who will make presentations on the key relevant topics of discussion.

Some of the topics to be presented will include drones in agriculture, conservation and wildlife management, climate monitoring, disaster management, healthcare, energy, insurance, inspections, mining including security.





BOEING PRODUCTION HIGH

Cirium fleets data shows that 21 737s made first flight in June. Photo credit: Boeing

Boeing ramped up aircraft deliveries in June, handing over more than 51 aircraft – the most shipments since March 2019.

The company, which reported its June order and delivery tally on 12 July, said it has achieved its goal of ramping 737 production to a 31-per-month rate.

“We are at rate 31 for the 737 programme,” the airframer said. Boeing does not specify actual production figures for the month, and its 737 Max deliveries continue to include aircraft that were previously produced and stored in inventory.

“We are continuing to make progress stabilising our production rates at 31 per month,” the airframer said. Boeing said it expects “some variability” in production rates and that “actual roll outs are variable month to month”.

Cirium fleets data shows that 21 737s made first flight in June. First flights are rough proxies for aircraft production rates, though the figures can differ, Cirium analysts said.

Hitting rate 31 suggests Boeing is overcoming supply and labour challenges that have hobbled its ability to bring up 737 production. The company aimed to hit the 31-monthly rate in early 2022.

Boeing also landed orders for 50 new jets during June. But the month was not all positive, as customers cancelled orders for 35 aircraft last month - more than in any month since June 2021. Boeing closed June with 4,239 undelivered aircraft in its backlog, up from 4,192 at the end of May.

The 51 aircraft Boeing delivered in June included 43 - 737 Max that went to a range of airlines and aircraft lessors.

Boeing also delivered one 737NG-based P-8 Poseidon military surveillance jet to the US Navy. Boeing does not specify how many of the 43 737 deliveries last month were newly produced aircraft, and

how many were jets from its inventory. However, Cirium fleets data shows that 19 of those aircraft made first flights prior to 2022.

Boeing also delivered seven widebody jets in June. Those included one 767-based KC-46 aerial refuelling tanker to the US Air Force, two 767 Freighters to Air Canada, one 767F to FedEx, two 777Fs to French logistics firm CMA CGM and one 777F to Emirates Airline.

Boeing delivered no 747s or 787s in June. The company’s 787 deliveries have been paused for most of the last 21 months due to manufacturing quality problems, and Boeing is wrapping up 747 production, with only three 747-8Fs yet undelivered.

The 35 order cancellations Boeing logged in June involved deals from major Boeing customers and comprised orders for six 787-9s and 29 - 737 Max jets.

Those 787-9 cancellations included Colombian airline Avianca (two), WestJet (three) and discounter Norwegian Air Shuttle (one). The same carrier also scrubbed 28 - 737 Max from its orderbook, while Aerolineas Argentinas was responsible for the other Max cancellation.

Boeing partially offset those cancellations through accounting adjustments that boosted its backlog by 83 orders. The adjustments involved moving orders in and out of an accounting bucket called “ASC-606”, which houses deals the airframer suspects will not complete due to factors including the financial condition of customers.

In June, Boeing shifted orders for seven jets from its backlog into the ASC-606 category, but moved orders for 90 aircraft from ASC-606 back into its backlog – this resulted in a net backlog gain of 83 orders.

Boeing’s end-June backlog of 4,239 aircraft includes 3,431 - 737s, three - 747s, 96 - 767s, 302 - 777s and 407 - 787s. In the year to date, Boeing has taken orders for 286 aircraft and logged 100 cancellations.

Article courtesy: www.flightglobal.com

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WEATHERING THE STORM

Every day, aircraft encounter turbulence caused by inclement and unsettled weather. While no pilot will voluntarily fly through a storm, aircraft still need to be able to cope with unpredictable weather-related events. Here, the experts at Artemis Aerospace look at how aircraft are engineered to endure difficult conditions and the skills all pilots need to successfully navigate storms.

STRESS TESTING TO THE EXTREME

It's no coincidence that flying is the safest form of long-distance transport. Safety has always been the highest priority for the aviation industry and serious incidents involving aircraft are rare.

The complexity of modern-day aircraft means new planes undergo a series of lengthy and rigorous tests. These tests, which include emulating situations like bird strikes, are constantly evolving to address changes in aircraft design and the potential hazards an aircraft might encounter.

Past incidents caused by technical faults, fatigued fuselage and thunderstorms have also contributed greatly to the development of aircraft engineering and maintenance procedures, triggering major

technological advances to ensure similar incidents never occur again.

In addition to the extensive and extreme testing aircraft undergo before they make it into the air, commercial aircraft are also subject to maintenance and visual inspections from engineers and pilots during each flight turnaround as well as undergoing basic maintenance inspections every two days and more thorough inspections every few years. Maintenance, repair and overhaul (MRO) services are an essential element of ensuring aircraft remain safe and ready to fly at all times.

TACKLING TURBULENCE

If you've been on an aircraft, then the chances are you have experienced turbulence. While it can be nerve-racking, turbulence, put simply, is an irregular flow of air. Much like the waves of an ocean, which can sometimes be big and erratic, the bumpiness and drops of turbulence aren't necessarily dangerous.

There are three types of turbulence that aircraft encounter: shear (when two adjacent areas of air are moving in different directions), thermal conditions (a clash between warmer and cooler air) or mechanical, caused by a variation in the landscape – for example, flying over a large mountain.

WINGS THAT BEND

Wings on modern day passenger jets are extremely bendy, making them highly resistant to turbulence. To test their resilience, wings are bent to nearly 90 degrees using a specialist rig – far more flex than any aircraft is ever likely to encounter.



Wings and fuselage are also subject to load tests of up to 1.5 times higher than they would be subjected to during a flight. Snap tests are also performed on wings to determine their breaking point and ensure it is well beyond the predicted level.

STORMY WATERS

Large amounts of water caused by heavy rain could spell disaster for aircraft. Therefore, aircraft are put through a series of thorough water tests, including having to taxi through specially made water troughs, or forcing a steady stream of water or firing loosely compacted ice into the engines to mimic rain and hail. This enables engineers to establish how the engines, thrust reversers and braking systems will function following water exposure and how this would affect an aircraft having to contend with bad weather.

WILD WIND

People from all over the world were captivated by Big Jet TV's coverage of aircraft struggling to land at Heathrow Airport during Storm Eunice.

For passengers and spectators on the ground, strong winds, which cause aircraft to sway back and forth, can seem alarming and feel precarious for those onboard.

Pilots are experts in navigating turbulence and poor weather conditions. Regular flight simulator training sessions mean pilots are well-versed in every type of situation they might encounter during a flight, including stormy weather or landing in windy conditions. Airlines and airports will also have their own set wind speed limits in place – if the wind is too strong, then aircraft will not be allowed to

take-off or land. Indeed, many flights from Heathrow were cancelled during Storm Eunice while others had to perform go-arounds or diversions. Airport operations are strictly regulated to ensure the safety of all passengers and crew.

While there is no single maximum wind limit, as it depends on the direction of wind and phase of the flight, a crosswind (winds perpendicular to the runway) above 40mph and a tailwind of more than 10mph are considered problematic. Limits will also depend on aircraft type, runway direction and general weather conditions.

During the testing phase, aircraft will be subjected to specially made wind tunnels to assess their strength in extreme conditions. For example, Boeing's Test and Evaluation department's tunnel can test speeds between 60 and 250 knots (70 and 290mph). This facility simulates many kinds of rain, ice and cloud conditions that aircraft might come across.

LIGHTNING TESTS

On average, commercial aircraft are hit by lightning around one to two times per year.

While the high electrical conductivity of aluminium can dissipate the electricity through the aircraft structure quickly without causing damage, not all planes are made from metal anymore.

To reduce weight and fuel consumption, lighter materials are used, such as carbon fibre, which has a much lower electrical conductivity.

To protect such materials from lightning strikes, a thin layer of metal mesh or foil is added. Panels are also put through lightning test strikes to better understand the reaction of different materials.



MEBAA airshow 2022 will bring a re-freshed focus on in-person networking as well as many other new features

GROWTH IN BUSINESS AVIATION

This year's MEBAA Show 2022 will showcase the significant growth being experienced in business aviation, private jet, and the charter flight markets across the Middle East and Africa region.

With unique features, the event will re-assess the dynamics of the industry, offer a new perspective and provide the platform for a range of opportunities aimed at bringing the region's business and private aviation community together again.

Last year marked the busiest year yet for global business jet activity with the Middle East region alone showing some of the strongest growth in demand, notably from the United Arab Emirates, up by 73% compared to 2019.

In general, the business aviation market in the Middle East maintained its growth momentum in 2022, with flights up by 47% in May compared with same period in 2019.

"Industry opportunities lie in delivering increased value to our clients, and this means increased efficiency. This is an operator's number one priority. The air charter and cargo markets are looking particularly promising going forward and, as always, pandemic, political unrest, or otherwise, clients continue to demand the efficiency, speed, and safety that business aviation provides," CEO Ali Ahmed Alnaqbi said.

"We are placing a major focus on networking, industry trend debates and engagement in the upcoming edition of the MEBAA Show. This is key for building partnerships and exchanging knowledge and expertise. The show will help contribute to the rapid growth of the business aviation industry and we are delighted to see great interest from major business aviation companies in MEBAA Show 2022, who will join hands to take the business aviation sector to the next level," said Alnaqbi.

"Business aviation is all about people, so we are looking forward to meeting our customers, partners and friends across the industry, face to face, to drive the industry forward. The future of the sector looks very positive across the Middle East and international markets as the industry evolves and develops quickly. We are well positioned to support business aviation in the region and beyond, from our base in Dubai," said Empire aviation group managing director Paras Dhamecha.

The MEBAA Show will bring a refreshed focus on in-person networking for the business aviation industry, with the aim of generating return on investment (ROI) for exhibitors.

Attendees can expect to see the launch of new features and activations across the show floor to ensure interactivity and engagement. Some of these include Biz Av Talks, an interactive gathering for sharing knowledge and expertise with industry leaders and specialists, Future Focus Zone where the future of business aviation will be on display and a dedicated VIP Programme.

Other features include a host of private meeting suites, digital café, White Bar and outdoor entertainment feature areas, which will deliver a festival feel in December.

The newly launched AI-powered MEBAA Connect application will facilitate business connections between exhibitors and visitors.



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GLOBAL STRATEGY FOR NET-ZERO AVIATION

An aviation transition strategy detailing in real terms how the aviation sector can reach net zero by 2050 has the backing of industry leaders

A transition strategy outlining how the aviation sector can reach net-zero emissions in aviation by 2050 has been released in a report “Making Net-Zero Aviation possible: An industry-backed, 1.5°C aligned Transition Strategy”.

It has the backing of more than 50 industry leaders, the Mission Possible Partnership and the Clean Skies for Tomorrow Coalition (CST).

It is also endorsed by major global aviation leaders including Airbus, American Airlines, Air France-KLM, and easyJet.

The aviation transition strategy provides a shared vision for the industry’s low-carbon future, detailing real economy milestones for not just 2050, but also for the near-term. It outlines, for instance, that between 10 - 15% of the final jet fuel demand needs to come from SAF (Sustainable Aviation Fuels) by 2030 in order to kick off the transition to net-zero in the 2030s and 2040s - requiring a ramp-up of the current SAF project pipeline by a factor of 5 - 6 by 2030.

Global aviation is currently responsible for about 3% of total global, anthropogenic CO₂ emissions - having seen an increase by over a third between 2010 and 2019 alone. If aviation were unmitigated, it could be responsible for 22% of global emissions by 2050.

While the current path will see global temperatures rise 2.4°C, this net-zero roadmap would get the industry back on track to deliver on a 1.5°C target. The report makes clear that immediate action within this decade is required to set global aviation on a path to climate-neutrality, following three major milestones: carbon-neutral growth until 2030, halving emissions until 2040, net-zero emissions by 2050.

MAKING AVIATION DECARBONISATION POSSIBLE

The report lays out strategies for the global aviation sector to achieve net-zero emissions by 2050 while complying with a 1.5°C carbon budget. It highlights what implications this transformation has on

the broader energy system, the airline industry and what capital investments as well as actions from policy makers will be needed.

- Bringing aviation on a path to net-zero emissions by 2050 requires a doubling of historical fuel efficiency gains of aircraft, a rapid roll-out of Sustainable Aviation Fuels (SAFs) and the market entry of novel propulsion aircraft (i.e., hydrogen, battery-electric or hybrid aircraft) in the mid-2030s.
- Currently, about 0.05–0.10 Mt SAF are produced per year, only a tiny fraction of the global aviation fuel demand of about 320 Mt jet fuel. Also, current project pipelines for Sustainable Aviation Fuels (SAFs) production of about 8 Mt are insufficient and need to be scaled up by a factor of 5 - 6 to supply 40–50 Mt SAF by 2030. That SAF volume could require about 300 SAF plants. Until 2050, 300 –370 Mt SAF could be required to fulfil the jet fuel demand of a net-zero aviation sector. Hence, current SAF production levels need to increase by a factor of 3,000 – 7,000 within less than three decades.
- Although average fuel costs are increasing in the net-zero scenario, the cost of flying could remain stable, if the higher costs of SAFs compared with fossil jet fuel are counterbalanced by increased efficiency gains.
- Hydrogen and battery-electric aircraft can make aviation more efficient starting in the 2030s and could potentially supply up to a third of the final energy demand by 2050.
- Average annual investments between 2022 and 2050 to get global aviation to net zero are estimated at about (US) \$175 billion (roughly the GDP of a city like Berlin or Amsterdam). 95% of these capital investments would be required for fuel production and upstream assets like renewable electricity generation.
- The roadmap also highlights the implications the transition has on the energy system. By 2050, the aviation sector could demand 5 – 10% of the expected global renewable electricity demand, 10 –30% of the expected global hydrogen demand, up to 25% of the global sustainable biomass, and 600 –850 Mt CO₂ captured from the atmosphere.

SAFE2GO MISFUEL PREVENTION APP



Air bp rolled out its digital Airfield Automation technology at the Emirates Flight Training Academy at Al Maktoum International Airport in 2019.

Air bp, an international aviation fuel products and services supplier, has surpassed a milestone completing over 500,000 overwing fuelling using its Airfield Automation misfuel app.

With misfuelling presenting a significant risk within the aviation sector, Air bp's Airfield Automation safe2go technology is pioneering

the provision of an engineering barrier to actively help prevent misfuelling.

The 500,000th refuelling took place at Hamburg Airport (HAM/EDDH) in Germany.

First rolled out in 2018, Airfield Automation has since been deployed at more than 490 locations in 44 countries around the world. In total more than 2.8 million 'fuellings' have been processed. Vice president technical services and HSSE, Air bp Olivia Stone said, "Not only does Airfield Automation safe2go technology provide an additional technological barrier to help prevent misfuelling but it also enhances efficiency and reliability in refuelling operations. These combined benefits are attractive to both operators within the bp network and those outside who are looking for this type of technology."

The 'safe2go' app on a handheld device in fuelling vehicles consolidates data on airport fuelling operations, verifies fuelling requirements and captures an acknowledging signature from the pilot or airline representative.

Aside from the enhanced safety barrier, operators benefit from faster, more comprehensive and more accurate fuelling as well as data delivery.

In 2021 new services were added to the cloud-based platform meaning operators can benefit from the opportunity to further enhance efficiency.

These upgrades include real-time, two-way connection between the flight crew and fuel operator during the aircraft turnaround at the airfield.

From receiving the preliminary order through to a revised final order and concluding with an electronic ticket sign off, Airfield Automation provides instant visibility and more efficient refuelling operations.

FLIGHT SIMULATOR RECEIVES CAAC QUALIFICATION

TRU Simulation and Training have announced that its Cessna Citation M2 full-flight simulator for the Civil Aviation Flight University of China has successfully achieved level D qualification from the country's civil aviation administration. This is the first Level D Citation M2 full-flight simulator in operation outside of the United States.

TRU Simulation and Training is an affiliate of Textron Aviation. "The success of the Cessna Citation M2 simulator programme in China is the result of a long-standing relationship between the TRU and the CAFUC teams," said Jerry Messaris, vice president and general manager of TRU Simulation and Training.

"TRU's innovative and customized design, production and support, in addition to the collaboration with CAFUC on the installation and qualification process, ensured the highest quality training device."

The full-flight simulator, located at CAFUC's training centre in Guanghan city, China supports the university's fleet of four Citation M2 aircraft and expands the capabilities of the largest pilot training school in China.

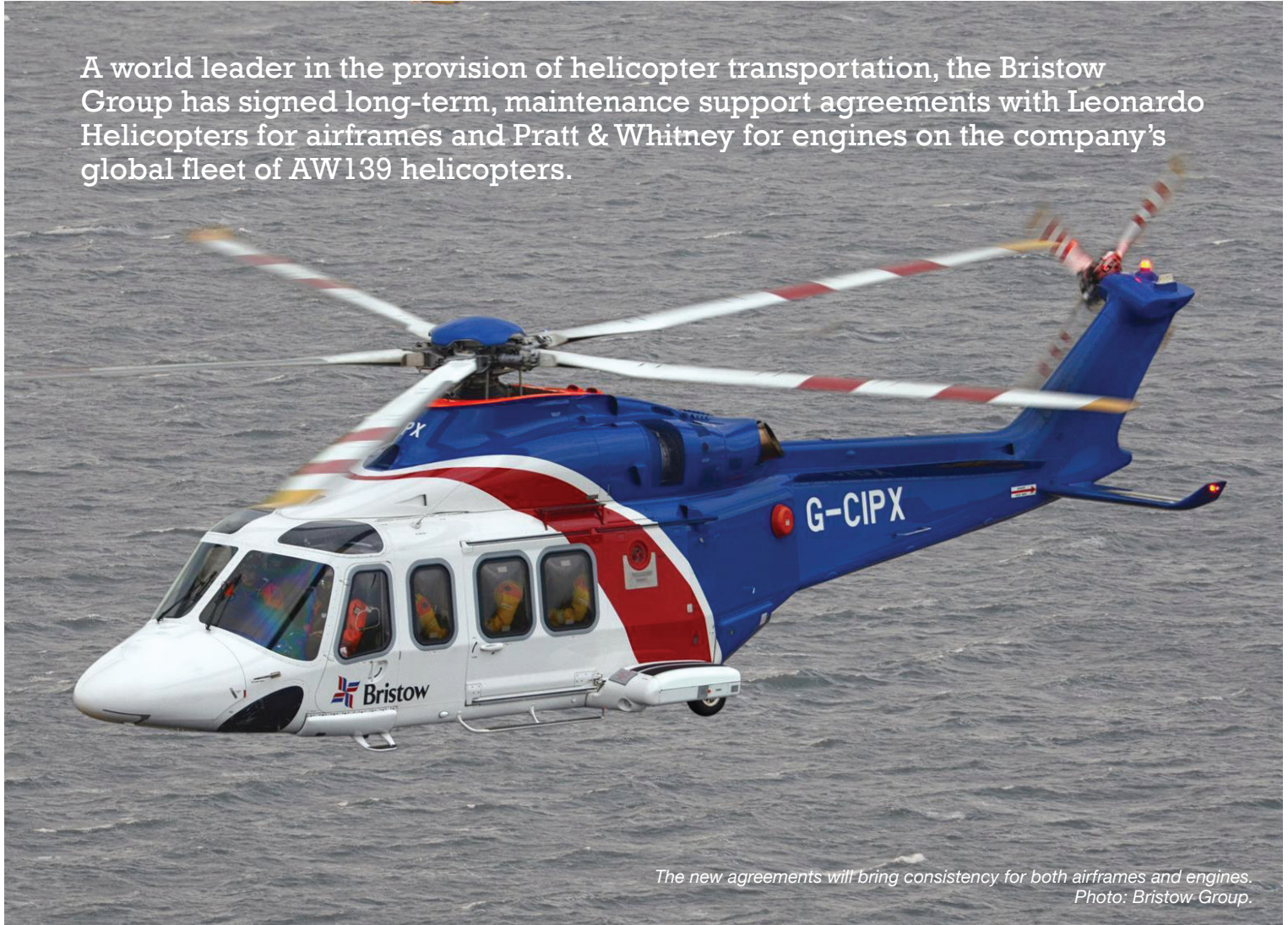
CAFUC's fleet of Cessna aircraft also includes 159 Cessna Skyhawk pistons, the largest in China, and seven Cessna Citation CJ1/CJ1+ light jets.

Equipped with the latest Garmin G3000 avionics, the simulator features Original Equipment Manufacturer (OEM) aircraft parts throughout the cockpit, ensuring accurate representation of the Citation M2.

TRU's design incorporates the company's third-generation control loading system that produces a highly realistic flight experience.

SUPPORT AGREEMENTS FOR GLOBAL AW139 HELICOPTER FLEET

A world leader in the provision of helicopter transportation, the Bristow Group has signed long-term, maintenance support agreements with Leonardo Helicopters for airframes and Pratt & Whitney for engines on the company's global fleet of AW139 helicopters.



*The new agreements will bring consistency for both airframes and engines.
Photo: Bristow Group.*

The legacy Era AW139 fleet was previously covered by a limited power-by-the-hour ("PBH") support agreement with Leonardo for the airframes, while the engines were maintained on a time and cost of materials basis.

The legacy Bristow AW139 fleet was covered by multiple, disparate PBH support agreements with Leonardo for the airframes, and the engines were covered under a PBH agreement with Pratt & Whitney.

The new agreements result in consistent, global maintenance support programmes for Bristow's AW139 helicopters, both the airframes and the engines.

"Following the merger of Era and Bristow in June 2020, we have been working for two years to align our AW139 maintenance support agreements on the most favourable terms possible for Bristow," said Stuart Stavley, senior vice president global fleet management.

"The cost certainty contained in these agreements is particularly valuable given the broader economic backdrop of the current inflationary environment."

The aggregate buy-in cost is approximately (US) \$55 million, which will be paid in instalments between June and December this year.

"These long-term agreements provide greater certainty and better economics for our global AW139 fleet," said Bristow president and CEO Chris Bradshaw.

"In addition to the direct investment benefits, which we expect to deliver unlevered, cash-on-cash returns of approximately 20 percent over the life of the agreements, these new support programmes will result in maintenance expenses that are more directly correlated with flight hours and provide more predictable cash flows for the company. In addition, we believe the standardisation of these maintenance programmes and associated reserves enhances the value of Bristow's AW139 aircraft, and we believe the totality of the agreements, inclusive of enhanced cash flows for the company, represents substantial value creation for Bristow shareholders."

In addition to the AW139 agreements, Bristow has also signed long-term maintenance support agreements with Leonardo for the AW189 airframe and with Honeywell for the AW139 avionics suite.

Bristow has also signed a long-term maintenance agreement with General Electric for support of AW189 and S-92 engines.



The Commercial Aviation Association of Southern Africa NPC (CAASA) is a non-profit organization formed in 1944 to promote and protect the commercial interest of the general aviation industry in South African aviation.

Our member companies include airport operators, non-scheduled operators, business aircraft operators, flying training organisations, aircraft maintenance companies and companies offering a whole range of supporting and retail services.

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Pic: Pilatus Aircraft Corp.



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DATA ANALYTICS SAVED COSTS

Cape Air, a small, commuter and commercial airline based on the East Coast of the United States, recently contracted the services of Planitas ADAPTiv to run a case study and improve its operations.

“Planitas ADAPTiv provides Cape Air with a suite of products for real-time insights and dynamic commerce. At the heart of the platform’s foundation lies an airline-centric data warehouse, library of proprietary algorithms and analytics interface.”

Cape Air’s previous BI (business intelligence) provider was unable to provide everything the airline needed, specifically the ability to merge different data sources and query the data in a way that would line up with the airline’s short- and long-term objectives.

When Cape Air found Planitas, it had three key requirements: namely the ability to query the data and build their own custom reports, the ability to merge Planitas data with other data sources at Cape Air and to be able to add additional data to the data stored by Planitas if needed

Gregory Bishop, Director Revenue & Pricing for Cape Air said, “Without Planitas we would have had to build and host a backend database to store our information ourselves.”

“We looked at other options - Planitas gave us the best packaged solution,” said Grace Carey vice president IT systems and technology Cape Air.

After the study was completed Cape Air was able to achieve these results:

- Pro-active and faster revenue performance insights through intuitive analytics 15% faster insights and root-cause analysis
- Robust and scalable analytics infrastructure reducing long term capital investments and costs by 15-20%
- Improved customer satisfaction and customer service recovery through quicker access of customer service team to PNR history and life cycle
- Improving the productivity of stakeholder by 10% due to reduction in manual interventions
- Increased efficiency from ability to store and connect multiple data sources in single data platform

Despite its African Airline sounding name - Cape Air was actually founded on Cape Cod, a hook-shaped peninsula belonging to the state of Massachusetts in the US.

The small commuter airline has a fleet of 100 aircraft and its operations amount to more than 400 daily flights. What sets Cape Air apart from its competition is that it operates flights to parts of the country that other larger airlines are not interested in.

By operating to cities that would not have air service otherwise, Cape Air is able to take advantage of government funding as part of an essential air service.



Cape Air, a small, commuter and commercial airline based on the East Coast of the United States, recently contracted the services of Planitas ADAPTiv to run a case study and improve its operations



AIR MOBILITY OPTION FOR LUXURY CHAUFFEUR CLIENTS

A luxury VIP chauffeur service called Naylam - operating in four regions worldwide - has agreed to add a regional air mobility service to their clients using an Italian start-up's hybrid-electric eV/STOL

The aircraft are produced by Manta Aircraft who recently unveiled the 'ANN' family of eVTOL aircraft to the world. These aircraft are a breed of hybrid-electric vertical and short take-off and landing (HeV/STOL) machines.

This means that they can take off and land vertically, in addition to operating from very short airstrips with considerably higher payload.

The feature hybrid propulsion, which reportedly gives them higher performance in terms of long endurance and range, and their aeroplane-like architecture allows for higher speed and climbs characteristics, as well as superior manoeuvrability in safer flying conditions.

Now Naylam Technologies, a high-end chauffeur service that specialises in airport transfers and city to city trips plans to launch 10 ANN air vehicles and offer this service to its customers.

Key factors in the decision are the long-range performance offered by the Manta ANN platform in regional operations, low total cost of ownership (TCO) and flexible use as eVTOL (vertical take-off and landing) or STOL (short take-off and landing), as well as the minimal or nil infrastructure requirements.

The Manta ANN platform enables speedy, reliable and safe connectivity to areas that are difficult to reach or negated by road congestion.

The agreement includes the joint development of the specific business cases as well as the launch of operation with a fleet of 10 multi-seat ANN aircraft to provide appropriate services in each region – Saudi Arabia, Morocco, London and Egypt. Deliveries are expected to begin in 2026/2027.

“As a fast-growing specialist in luxury VIP chauffeur service, we constantly aspire to pioneer in products and services fulfilling tomorrow’s mobility needs. Following the industry development, Manta Aircraft platform has been carefully selected for our operations due to its performance in terms of long range and flexible configuration of the cabin layout. These are decisive advantages and necessities in order to offer tailor-made solutions to our customers, such as airport pickup and transfer to a holiday resort several hundreds of kilometres away, and having the aircraft immediately available for a new pick-up without need of long ground stops to recharge batteries and other burdens,” said Saeed Kashkash chairman of Naylam.

Manta Aircraft CEO Lucas Marchesini said, “The agreement in the utility service field with the smaller ANN2 for organs transportation, winning a first partner for the large multi-seater platform confirms the business potential of the path we took two years ago: i.e., regional and inter-regional connections. The range of several hundred kilometres, the high cruise speed with low TCO and other advantages such as the independence from complex ground infrastructure, also represent a solution with unique advantages for Business Aviation.”





The lightness of composites and more straightforward bonding process for thermoplastics allows for major weight savings when it comes to components like seats. Photo Credit: Collins Aerospace

NEW MATERIALS KEY TO SUSTAINABILITY

By Thierry Dubois

One kilogramme saved reduces CO² emissions by 1 kg every 10 flight hours, Collins estimates. Finally, thermoplastics are easily recyclable

New materials such as thermoplastic composites and ceramics are crucial in aviation's sustainability efforts, thanks to both their lighter weight and improved durability, according to Sam Mehta, president of Collins Aerospace's recently created "advanced structures" strategic business unit.

Collins took over Dutch Thermoplastic Components (DTC), a specialist in thermoplastics based in Almere, Netherlands, in November 2021.

DTC's capabilities enable the design of subassemblies that do not use fasteners, or fewer fasteners, said Mehta. They can be welded together.

Combined with the intrinsic lightness of composites, the more straightforward bonding process allows major weight savings. Typically, a seat could be 4 kg (9 lb.) lighter, he said.

As a lighter aircraft burns less fuel, the improvement would translate into a reduction of 353 metric tons of CO² emissions per year for a single-aisle aircraft with average utilisation, according to Mehta.

One kilogramme saved reduces CO² emissions by 1 kg every 10 flight hours, Collins estimates.

Would switching to thermoplastics involve excessively high investments? The short answer may be no. "You do not need an autoclave," Mehta said.

Moreover, the absence of an autoclave in the manufacturing process means reduced energy consumption. And production cycles can be shortened by up to 80%, Mehta said.

Certification of a thermoplastic component is not a challenge per se.

"The challenge for us is to make sure we plan on the right amount of testing, such as in flammability," said Mehta.

Finally, thermoplastics are easily recyclable - either within aerospace or in another industry, he said.

In carbon brakes, Collins is aiming at more resilience. "That means slower wear," Mehta said. "Brakes last longer on wing, the time between overhaul increases and the energy needed to manufacture brakes over the life of an aircraft decreases."

Collins' engineers are improving brake resilience by 3 - 4% per year, Mehta said.

That rate is due to increasing material density for better friction, refined geometries and new materials, such as ceramics.

The recent combination of two of Collins' business units - aerostructures and mechanical systems - into the advanced structures strategic business unit may prove its worth with future aircraft designs, Mehta said.

Wings may become thinner and flexible, thus becoming their own flaps. "The shape of the wing may lend itself to actuation and small gears may replace hydraulic lines," he said.

Article courtesy: <https://aviationweek.com/>