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WIR LIEBEN FLIEGEN

This beautiful Boeing 757-300 of Condor registered D-ABON visited Malta recently. Dubbed the “Flying Pencil” is currently based in Dusseldorf from where it operates. This 22-year-old airframe sports “Wir Lieben Fliegen” (We love flying) billboard titles and looks gorgeous in this special livery.

Photo by: - Mario Caruana / MAviO News.

Our front cover features the Mi-28NE helicopter by Rostvertol, a Russian helicopters subsidiary.

Photos credit to Yulia Kravchenko.

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READY TO FLY !

THE AFRICAN AEROSPACE & DEFENCE SHOW TAKES OFF



C17 Globemaster

By Heidi Gibson

After an absence of nearly three years, Africa's only – air, sea and land premier exhibition - the African Aerospace and Defence exhibition will be taking place in South Africa. *World Airnews magazine* – Africa's oldest aviation journal – got a chance to speak to the organisers before things started hotting up.

WAN: How many exhibitors have confirmed their attendance at this year's show and can you list the countries that they represent? Is it more or less than 2018?

AAD: We have seen a slight decline from 2018 as can be expected. This is attributed to the Covid-19 health crisis and the economic repercussions that the globe has experienced. We have a target of 70% and I believe we have reached that. To date we have confirmed close to 200 exhibitors but these numbers change on a daily basis.

Visitors can expect to see exhibitors from the following countries: Turkey, China, Finland, India, Italy, Belarus, Pakistan, Russia, UAE, Ukraine, UK, USA, France, Belgium, Lithuania, Nigeria, South Africa, Germany, Uganda, Greece and the DRC.

WAN: I was wondering if Milkor have confirmed their attendance? You let me know that for the first time drones will be on display and will fly? Which company will be showing off their UAV's?

AAD: Milkor is a headline sponsor for AAD 2022, they are our Diamond sponsor and we are looking forward to their full participation across all elements of the event.

Several companies have indicated interest to fly their UAVs , but until approvals are granted as per approved standard operating

procedures we cannot confirm or name the companies at this stage. More announcements will be made in due course.

WAN: Are there any first time exhibitors – not previously seen – and can you tell me who they are ?

AAD: Turkey will be our largest pavilion and we are expecting 25 companies from Turkey. We have also confirmed previous exhibitors and happy to confirm some of the new participants. These are from the UK - EUROHOLOGRAPHY (LTD), from the UAE - McKinsey Electronics Limited and AAE FZE (Ballistic Steel), Finland – Miilux, UK - Alford Technologies, UK – Avon Protection, USA – Camelbak, ITALY – Cristanini, SA – Yem Yem Supplies, Cobra Aviation Group and Safrikor Technologies (Pty) Ltd and India– BrahMos Aerospace.

WAN: Can you confirm what aircraft type will be on static display and which will be taking part in the aerial displays? Is there any special – first time on display – aircraft that we can tell our audience not to miss out on?

AAD: Over an above the extensive list that we are awaiting confirmation locally, we can confirm that the USAF will be bringing more aircraft than 2018. They have confirmed the following; two C17J, a KC46, KC135R, a C130J and an HH60 for air display. We are finalising additional foreign participation.

WAN: Can you tell me anything about the programme of events? Is there any special demonstration or display that members of the aviation sector should not miss?

AAD: During this year's exhibition , the SAPS will be participating on a larger scale than previously. Over the three days we will offer our visitors a platform to engage in solution driven conversations at our official conferences which will be held over the three trade days.

- 21 September: UAV and UAS Conference



USAF HH-60

- 22 September: Counter-Terrorism, Technology and Development in Africa Conference
- 23 September: General Aviation Conference
- 23 September: Medical Conference

WAN: I know that the event also provides a platform for our youth. Do you have anything planned for the youth development programme?

AAD: The premium YDP career exhibition will occupy Hangar 7 where advanced technologies will be displayed. The display will include technologies such as Artificial Intelligence, Robotics, Drone Technology, and various assets from the South African National Defence Force.

We source our learners from schools around the country. We have partnered with organisations such as the Provincial Departments of Education, NYDA, Soltech, and Gauteng City Region academy to afford our youth an opportunity to witness the premium YDP career exhibition.

WAN: Can you confirm that South African president Cyril Ramaphosa will be in attendance to officially open the event?

AAD: Plans are underway and we can confirm that high level engagements to secure the calendars of the official officers due to take part are underway. A formal announcement will be made in due course

WAN: Who are you targeting to attend this event and of what benefit will it be for them?

AAD: Captains of both aerospace and defence industries, decision makers and buyers, innovators, new operators looking for opportunities and collaboration. AAD offers an ideal platform for networking and opportunities that can lead to new business.

WAN: Will you be producing the daily show programme and magazine that profiles what happened each day and will the format of three trade show days and two airshow days still remain?

AAD: Yes we will be producing the show daily once again. We are proud to announce that DefenceWeb will produce the first ever digital show daily. The format remains the same with three trade days and the air show on the two public days.

WAN: Lastly can you share a little bit about the challenges you faced in the midst of the Covid-19 pandemic and various lockdowns in the past and has this had any impact on getting the event off the ground for 2022?

AAD: Just like other events locally and globally we have not been spared from the wrath of the Covid-19 pandemic, the postponement led to many challenges but we have managed to rise above it. It couldn't ever be business as usual, Covid-19 has taught us that.

Despite a reduced budget and an economy that is also threatened we looked at the event in a different way and have combined other sectors that have a symbiotic synergy within the defence, such as oil and gas.

So the 2022 edition has been adapted to include energy, oil and gas and mining sectors. Other adaptations include the creation of a special exhibition hub such as the new general aviation hub.

This allowed us to offer a focused offering to our general aviation exhibitors, opening up opportunities to explore new paths and engage on how to best work together as an Industry in SA for its revival and sustainably. Aviation enthusiasts can visit our website on www.aadexpo.co.za.



A KC-135R Stratotanker



THE SAA TAKATSO CONSORTIUM DEAL

By Heidi Gibson

It seems fitting to focus on what is happening with our national airline - so much stuff under the covers.

Warning bells sounded after the Air Services Licensing Council wrote to SAA and raised four material breaches of aviation law and then gave them 90 days to try and fix it.

Remember South Africa had been without an International Air Services Licensing Council since March 2021 so it's no wonder that as soon as they got up and running they raised red flags with the take-over deal of the airline by the Takatso Consortium.

Firstly they want formal notification of SAA's strategic equity partner expected to provide R3 billion or (US) \$221 million over three years.

According to sources, SAA has advised the council that the deal is at pre-closing stage and the conclusion of the regulatory process will start after than - Takatso has made a merger application to the Competition Commission to get the deal approved.

Critics of the deal have voiced their disapproval over what they say is a lack of transparency and I must say that I agree. Public Enterprises Minister Pravin Gordhan has said that a non-disclosure agreement signed by participants prevents him from disclosing more information and that the PFMA or Public Finance Management Act does not apply here.

Yet council wants a copy of the subscription and shareholders agreement - which to my knowledge - must comply with the PFMA.

Now I hear that the SA government and SAA are being sued by Toto Investment Holdings, which wants a re-run of the SAA sale process due to the lack of transparency. They want details of the deal to come out into the open. Something none of us have seen.

Owned by business man Bongani Gigaba, Toto Investment Holdings claims it was "capriciously, irrationally and arbitrarily"

excluded from bidding for SAA. Gigaba's lawyers have also initiated a process under court rules to force Gordhan to deliver the record of proceedings on the decision.

Gigaba is a relative of former Public Enterprises Minister Malusi Gigaba, but the two are not close, according to his lawyer Sandanathi Gwina.

Toto, which is part of a BEE consortium that owns 24% of Richards Bay Minerals, expressed interest in some of the assets of the SAA group but said it was not seriously entertained.

A second material breach is that SAA has not submitted to the ASLC an up-to-date guarantee for the total value of tickets sold but not yet flown. The council must see a fair representation of SAA's projected cash flow.

Thirdly, SAA did not obtain the council's approval for changes to certain "post holders" as required by the act. The airline must submit details on the names, qualifications, and experience of its current CEO, the responsible people for flight operations and aircraft, and the air safety officer.

SAA's acting CEO Thomas Kgokolo decided not to renew his contract earlier this year, and the airline's chair John Lamola has been standing in as interim CEO. In July this year, SAA's acting chief commercial officer (CCO) Simon Newton-Smith also decided not to renew his contract.

Lastly, the council said SAA must submit financial statements for the year to date, which are certified by the airline's auditor or CEO.

This is so that the council can comply with its legal duty of ensuring a licensee operates "a safe and reliable air service".

"SAA is currently studying the contents of the letter and will be responding fully to the ASLC within or before the timeframe provided by the council.

The ASLC has also suspended the licences of SAA's low-cost subsidiary Mango and kulula.com operator Comair. Former state-owned regional airline SA Express has also had its licences cancelled.

In response to this SAA issued a statement assuring its customers and the public that the matters raised in the letter are of an administrative nature and that they "do not impact on SAA's current and future operations as well as the quality of the services provided by SAA".

The parties have 15 days from the time the papers were lodged in High Court in the Western Cape at varying dates in the last week of June to respond with papers and to provide the record of decision.

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DRONES & DIVERSITY FOR AAD 2022



The two AHRLAC development aircraft (PDM on left, XDM in foreground) prepare to depart from the flight test facility at Wonderboom for the flight to AAD 2018 show site at Waterkloof. (Photo: David Donald)

Drones will fill the sky for the first time at the Africa Aerospace and Defence (AAD) exhibition event that takes place this month at the Air Force Base, Waterkloof, South Africa and will feature as part of air show during the final two days (24 – 25 September).

National carrier South African Airways is one of the official partners as well as a variety of municipal structures, the City of Tshwane and the Gautrain.

Deputy chief of the South African Air Force, Major General Innocent Buthelezi said that the world had changed a lot since the last AAD event in 2018 but some things remained the same, such as aerospace and defence as vital triggers for economies around the world.

“We found that countries and governments still need world class capabilities, technologies and equipment to protect and

secure the sovereignty of borders and safeguard the lives of people at all costs.”

Meanwhile some companies have confirmed their attendance including Aztec – a leading battery specialist for the aerospace, defence, mining, telecoms, standby power and other markets.

At AAD they will showcase armoured glass, blast protected seats, ceramic body and vehicle armour, power generators, multi sensor surveillance systems as well as self-sealing fuel tanks.

This is just one of the 200 plus confirmed.

On the aircraft side, the United States Air Force has committed to bringing some real show-stoppers such as the Boeing C17 Globemaster and the C130 Hercules. Various African countries will also be in attendance on the African Unity pavilion.

As in the past, there will be a mobility track for vehicle demonstrations, but new additions to AAD 2022 will be the inclusion of the oil and gas and mining sectors as AAD diversifies. There will also be an African Unity pavilion as well as numerous national pavilions

WE GO BACK A LONG WAY – *World Airnews & AAD*

World Airnews magazine was started in 1973 by a husband-and-wife team Tom and Joan Chalmers - the motivation was to promote African aviation. Tom - a trained journalist who had a passion for flying - eventually decided to put his two passions together and started the magazine.

Everything began in 1975 when *World Airnews* organised and staged the first international and African Air Show at the what was then (newly opened) Lanseria Airport in Johannesburg. This was the fore-runner for what is today the African Aerospace and Defence or AAD.

The event featured commercial aircraft manufacturers the likes of Airbus, Rockwell International, Dassault, DE Havilland Aircraft Canada and 14 different companies from France, England and America and it was decided to hold a similar one every two years.

In October 1977 the second Aviation Africa event took place again at Lanseria airport and planning began for the next that was to be held in an East or West African country.

Because of the political climate at the time, it was decided that anyone wishing to attend would not be barred by the host country and be allowed in – in their own personal capacity.

In 1979 the Commercial Aviation Association of Southern Africa (CAASA) joined hands and took over the running of the show.

South African Airways took part for the first time exhibiting a Lode Star and a Dove - both apprentice engineer training aircraft and the scene was set for the growth of this event today.

During the 1980s when South Africa was under international sanctions, *World Airnews* was the only aviation magazine that was accepted in countries like Uganda, Egypt and Kenya as the magazine has always had a non-partisan/independent political stance.

Since its inception the magazine has circulated throughout all countries Africa posting some 4 000 copies at a time when the postal service worked well – despite political unrest, coups and military take overs .

Moving with the times *World Airnews* is no longer printed – except on a special occasion – and is now a fully functioning digital product. We celebrated our 50 year anniversary this year.

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Central & West Africa: A DYNAMIC & RESILIENT SECTOR IN THE FACE OF TURBULENCE

By our World Airnews correspondent Romuald Nguéyap

Like the rest of the world, Africa is gradually recovering from the repercussions of the Covid-19 health crisis that has had a profound effect on the global aviation industry. According to the Association of African Airlines (AFRAA), revenue losses for the year 2022 are expected to decrease significantly, far from the (U) \$8.6 billion and (US) \$10.21 billion recorded in 2021 and 2020 respectively. A glimpse of the outlook in the Central and West African region suggests a bit of optimism.

NEW ENTRANTS TO THE MARKET

Since the beginning of the pandemic, airlines in the region have been quite resilient. To date, only one carrier, Tchadia Airlines, a 49% subsidiary of Ethiopian Airlines, has gone bankrupt. It was put into liquidation during the month August, less than three years after its launch.

But alongside this isolated case, in the context of the Covid-19 health crisis was seen as an opportunity for many entrepreneurs geared towards exploiting the potential of the African market. In September 2020, Bamako-based Sky Mali, backed by Saudi funds, began commercial operations.

It is in Nigeria, Africa's leading economic power, that we find the greatest enthusiasm of new entrants - despite the difficult operating environment. The West African country currently represents a domestic market of more than 200 million inhabitants. In 2021, two local startups were born: United Nigeria Airlines (February 2021), Green Africa Airways (August 2021).

Others, such as Chanchangi Airlines, Elin Group, Xejet, have obtained their AOC, and plan to take to the air this year. This is also the intention of the nascent companies, Rano Air and Kanem Air, which recently acquired ERJ145 aircraft. To date, Nigeria already has a dozen active domestic companies. According to the local regulator, about twenty AOC files are being processed. Abuja is also working on the launch of the national carrier, Nigeria Air, by the first half of 2023. Ghana is also considering launching after signing a strategic partnership agreement in October 2020 with EgyptAir.

Elsewhere in the region, Africa Airlines, headquartered in Brazzaville, began operations in August 2021. For the current year, Amana Air, based in Niamey, Niger, has also launched on the domestic network. Arielle (Burkina Faso), Fly Zejet (Cameroon),

Benin Airlines, LAG (Gabon) and Liza Aviation (Togo) are also preparing their take-off. In the same way as Air Congo, which should see the light of day as part of a joint venture between the Congolese state and Ethiopian Airlines.



Nigeria's Air Peace announced recently that it would be suspending flights to Johannesburg in South Africa prompted by visa approval delays and fuel scarcity. It is currently set to last until at least October 8.



Nigeria's Green Africa Airways has expressed a desire to become a major carrier in the country with a powerhouse for the training of aviation professionals in a near future

MORE SUSTAINABLE AIRCRAFT

Coastal and West Africa is so far considered to be one of the continent's most important aviation regions, mainly due to the age of their fleets. It is this record that the airlines of the region now want to change. Many of them are now opting for modern, competitive and environmentally friendly aircraft. Recent deliveries and orders reflect the ambitions of the region's carriers.

In January 2021, Air Peace, Nigeria's largest carrier, became the launch company for the Embraer ERJ195-E2 in Africa. It already has five copies. Its order book still includes eight aircraft, in addition to purchase options for 17 additional units. Congo Airways is also expecting the first of four Ejets-E2 ordered. Overland Airlines of

Nigeria committed to up to six new ERJ175s at last year's Dubai Airshow.

Air Senegal, for its part, introduced the region's first Airbus A220-300 last December. It will operate a total of eight aircraft of the type, including five, financed by the American lessor Macquarie Air Finance. Its fleet also includes two A330neos with an average age of three years.

Air Côte d'Ivoire, meanwhile, put into service the first A320neo in the region in February 2021. Its order book also includes two A319neos. Last June, Afrijet took delivery of a brand new ATR72-600. The Gabonese private company, the largest in Central Africa, aims to reduce the age of its fleet to less than three years by the end of 2023.

With the recertification of the 737 MAX in the United States, Mauritania Airlines has returned to service its only aircraft. In 2018, the Mauritanian national flag became the first operator of the 737 MAX.

With modern fleets, companies in the region are now eyeing new international market niches, particularly in Europe, Asia and America. This densification of fleets is expected to continue in the coming years. According to Boeing, African carriers are expected to add 1,010 new aircraft to their fleet by 2041. Over the period, the estimated demand for aviation personnel will increase to 67,000 new professionals, including 19,000 pilots.



The Gabonese carrier currently operates two ATR72-600s, including one ordered directly from Avions de Transport Régional in November 2021 and one added as a second-hand unit from Firefly. A further two ATR72-600s are also on direct order from ATR



Construction of the Ouagadougou-Donsin international airport terminal at the airport site about 35 km northeast of Ouagadougou, the capital of Burkina Faso was set to start in March this year

CERTIFICATION & SAFETY

Obtaining and renewing IOSA or IATA Standard Safety Assessment (ISSA) certifications - for smaller carriers - is now at the heart of the region's airlines' concerns. Airlines such as Air Peace, Congo Airways, Afrijet, Cabo Verde Airlines, Overland Airways, have successfully renewed their IOSA certification.

On the other hand, we are also witnessing the modernisation of airports and their certifications. The trend is now towards the construction/rehabilitation and concession of international airports (Dakar, Niamey, Praia, Ouagadougou-Donsin), with a view to the consolidation of air hubs. The upgrading of secondary and domestic airports is not to be outdone with a view to the sustainable opening up of the hinterland. According to the American aircraft manufacturer, the upward trend in African air traffic is expected to reach a compound annual growth rate of 5.2%, the third highest among the regions of the world.

Air service providers in the region have also taken full measure of this upward trend, which implies more efforts for safety. Since January 1, 2020, the Agency for the Safety of Air Navigation in Africa and Madagascar (ASECNA) has deployed the ADS-B satellite technology of the American Aireon for the surveillance of its six flight information regions (FIR) that cover 17 African countries, 15 of which



United Nigeria Airline began domestic operations in 2021

are located in Central and West Africa. This is an African first. In the region, the acquisition of new ATS systems (radars, landing aid systems, etc.) is also at the rendezvous.

WEAKNESS

Alongside this apparent optimism, however, airlines in the region continue to face several systemic obstacles that impact their competitiveness to the point of threatening their survival.

Like their counterparts in other parts of the continent, carriers in the region face a plethora of airport taxes and charges. According to AFRAA, there are more than 200 different types of taxes, fees and charges in the five regions of Africa (West, East, Central, South and North). In a ranking published in June 2021, the Association said that five (Conakry, Malabo, Bamako, Sal and Douala) of the 10 most expensive airports on the continent are in Central and West Africa.

The high cost of aviation fuel accentuated by the Russian-Ukrainian crisis, protectionist policies, strong political interference, difficult access to aircraft parts and financing are also obstacles to the harmonious development of airlines in the region.

Political instability, marked by the resurgence of state coups (Mali, Guinea, Burkina Faso), also appears to be a real obstacle to the current business climate. As a result, the start-up projects of Guinea's new airline and the privatization of Air Burkina are now forgotten.

The health crisis has also revealed that the region is still unable to take advantage of the enormous growth potential of air cargo.

Only one carrier here (Allied Air, Nigeria) has a dedicated cargo fleet (Boeing 737). Currently, more than 90% of the cargo entering and leaving the region is transported by foreign carriers.

Finally, low interregional connectivity, partly due to regulatory barriers, continues to hamper the performance of companies in the region. And this is also a continental problem. Intra-African international traffic accounts for only about 23 per cent of all international air movements. According to AFRAA, out of 54 African states, only eight have direct flights to more than 20 other African states.

These evidence-based indicators clearly show that one of the main challenges facing African aviation today is its intra-African connectivity. It is, therefore, expected from stakeholders and political decision-makers, additional efforts to quickly operationalise the Single Market for Air Transport African (MUTAA), announced and launched with great fanfare in 2018, but which is still struggling to be effective. This is a logistical pillar essential to the success of the African Continental Free Trade Area (ACFTA), which officially entered into force on 1 January 2021.

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NIGERIAN AVIATION DITHERS FUEL, FOREX CRISES HIT AIRLINES HARD



By Roy Ezze

Nigeria is undergoing one of the worst periods in its air transport history after the COVID-19 pandemic, poor economic management has led to serious inflation, devaluation of the local currency and scarcity of foreign exchange.

Nigeria is undergoing one of the worst periods in its air transport history after the COVID-19 pandemic, poor economic management has led to serious inflation, devaluation of the local currency and scarcity of foreign exchange.

All of which has led to a reluctance by the Nigerian Central Bank to release funds sold by foreign airlines in the country.

Pressure from an international aviation organization, the International Air Transport Association (IATA), as well as the withdrawal of services by one of the largest airlines in the world – Emirates has led to the recent release by the Central Bank of Nigeria of (US) \$265 million to settle outstanding ticket sales.

This brought the total amount owed to just under (US) \$199 from an incredible amount of (US) \$464 million in July.

Globally, about (US) \$1.6 billion of airlines funds are blocked in various countries, with African countries representing 67% of the total – with Nigeria sitting at the top of list.

Emirates announced that it will stop flying to Lagos and Abuja from September 1, 2022, as a way to cut its losses after calls by IATA

regional vice president Africa and Middle East Kamil Alawadhi to free up funds appeared to fall on deaf ears.

“IATA is disappointed that the amount of money blocked from repatriation by the Nigerian actually grew from June to July. This is airline money and its repatriation is protected by international agreements in which Nigeria participates,” he said at the time.

“Airlines cannot be expected to fly if they cannot realize the revenue from ticket sales.

“Loss of connectivity harms the local economy hurts investor confidence impacts and people’s livelihoods”.

Other major foreign airlines flying to Nigeria from Europe, Middle East, Africa and the USA have resorted to selling only economy class seats with higher fares, as well as selling Nigerian flights from abroad to have access to their revenue.

There are worries that airlines like United, which withdrew from the Nigerian market about six years ago due to blocked funds, could consider pulling out again. Travel agencies and the Nigerian Union of Air Transport Employees (NUATE) fear the on-going crises could lead to loss of aviation jobs.

Nigeria minister of communication Lai Mohammed, director general of the Nigerian Civil Aviation Authority (NCAA) Musa Nuhu and Nigeria minister of aviation Hadi Sirika have all expressed willingness to resolve the challenge of blocked funds.

However, as Africa’s largest producer of crude oil, the consistent failure of Nigeria to operate local refineries compels airlines in Nigeria and the country’s 200 million population to depend solely on imported fuel, and pay excessively for this as global fuel prices continue to rise.

DOMESTIC AIRLINES CHALLENGE

Nigeria's aviation industry is besieged by dozens of taxes, charges and fees causing high operating costs, according to the Airline Operators of Nigeria (AON) and industry observers.

Nigerian airlines are now compelled to operate about 20-50% of their available fleet; while Aero suspended its flights.

Nigerian airlines have also tripled their ticket prices, and some have added charges in an effort to remain in business. This has reduced the number of travelers and overall revenue of Nigerian airlines. To ensure they meet their safety obligations, the NCAA is currently conducting economic audit of all Nigerian airlines, and has suspended Dana Air in this regard.



LONG ROAD TO FREEDOM

The Nigerian government could resort to make-shift solutions by releasing foreign currency into the economy to buoy the local currency and pay off blocked funds. There is also hope that the global fuel crises will abate and ease the crises in Nigeria, as travellers eagerly await end of summer and subsequent fall in demand and the cost of foreign tickets. However, observers see resurgence in Nigeria's present quagmire as fuel and fiscal challenges remain.

Even as the Federal Airports Authority of Nigeria (FAAN) said there is no recent increase in charges, government is advised to embrace good governance and avoid characteristic dependence on aviation taxes to fund other economic sectors as recommended by ICAO.



Governor of the Central Bank of Nigeria is Godwin Emefiele



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Programme Director, Nastassia Arendse

MENTORSHIP KEY TO FEMALE EMPOWERMENT

By Cecile Lottering

A clear message from the National Aviation Gender Summit held in Midrand, South Africa was that a mentorship-guided approach holds the key to converting gender transformation from an elusive ideal to a sustainable objective.

Various speakers referred to the argument that for aviation in Africa to succeed - meaningful empowerment and deployment of women must take place in the economic sector at a rapidly accelerated pace.

Though considerable progress has indeed been made, women are still miles away from seeing the scales balanced with their male counterparts. The growing base of supporters for female empowerment are acutely aware that merely creating yet another class of privileged individuals spoilt for choice, is not the way forward and that the opposition women are facing is still rooted in old traditions and prejudice.

Even in this day and age women are often ignored and dismissed at boardrooms by their male counterparts - the flight deck is no exception. Add to this, the high rate of gender-based violence and the odds seem sometimes insurmountable.

Attendees had no illusions about the challenges and instead showed a special sensitivity and understanding for the hardships women are facing across the nation, exacerbated by the Covid-19 pandemic. A minute of silence was therefore observed for those who had succumbed or lost a loved one.

Notwithstanding, aviation could offer a way out of this present darkness, provided that old dichotomies of female empowerment at the expense of male counterparts are thwarted. Each appointment of



SAACA Director Poppy Khoza

a leading female figure in the aviation sector, such as Nozipho Mdaweni at the helm of Air Traffic and Navigational Services (ATNS), should be viewed as a victory not only for the individual but as a beacon of hope for all women.

Quoting the late legendary former president of South Africa, Nelson Mandela, deputy minister of transport, Sindisiwe Chikunga, in her keynote address emphasised that only hope and determination could dispel fears of defeat and failure. Her viewpoint clearly resonated with the far-sighted approach of the director of Civil Aviation, Poppy Khoza.

Her dream is that all the prospects and possibilities of aviation would reach all the way across boundaries into the homes of girls in townships and rural areas. After two successive terms as head of the SACAA, Khoza has earned a reputation for clean and effective governance, which according to one speaker is proving to be a feature of the reign of women at the helm.

From her vantage point as principal of the ATNS Academy at OR Tambo Airport, Tendani Ndou, emphasised that for mentorship

programmes to work older more experienced people of vision should be involved in the empowerment process. She pointed out a vital mind-set change is needed among proponents of female empowerment from an expectation of sponsorships only to a more 'mentorship orientated' self-enabling approach.

From other renditions it was clear that at grassroots levels alternative aviation careers such as air traffic controllers, unmanned aerial vehicle operators or avionics technicians are still not part of the options offered in typical vocational guidance programmes as alternatives to candidates who do not wish to be pilots.

One presenter, Clinton Carroll, explained why in this day and age avionics technicians need to receive at least part of their training in electronics abroad, placing the costs of their tuition beyond the reach of local employers. State intervention in the form of subsidies is clearly a vital necessity for effective female empowerment to take place in this field.

Amid widespread unemployment rates as high as 63,9% in the 15 to 25 year age group and 42.1% in the 26 to 34 year age group in South Africa, it should be clear to the independent observer that



SACAA board member Bulelwa Koyana

empowerment through more employment opportunities in aviation regardless of race, colour or creed is an urgent necessity, especially for women.

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THE LAST EVER 747 JUMBO JET

Pan Am eventually became the largest operator of the Boeing 747-100 aircraft, having housed and flown a total of 47, with several passenger versions.

The Queen of the Skies was in production for over half a century. The last Boeing 747 will soon roll off the production line. Once the finishing touches are put, the final Boeing 747-8F will be delivered to Atlas Air, the cargo carrier's final delivery of the aircraft type – marking the end of an era.

Production first began in the 1960s when demand for air travel boomed, and airlines needed bigger aircraft to carry more passengers while still bringing down airfares. Seeking a solution from Boeing, Pan American World Airways (Pan Am) founder Juan Trippe asked for a large-capacity passenger aircraft that could fly long-haul.

The Chicago-based aircraft manufacturer took on the challenge, and after two years of design and assembly with the help of around 50,000 employees, the first Boeing 747 took off in February 1969.

Pan Am and other airlines were pleased with the aircraft, which carried twice the capacity of the narrowbody Boeing 707. The Boeing 747 made international travel affordable for the first time, and long-haul flying was finally becoming a shared privilege for all, making the jumbo jet the aircraft that revolutionised the aviation industry.

Pan Am operated the first Boeing 747 in 1970 from New York to London as the first receiver of such a historic aircraft. The airline liked the Queen so much that it eventually ordered more than 20, which was considered a big order back then.

And since the aircraft could carry 347 passengers, it soon attracted several other airlines to place orders for this game-changer,

such as British Overseas Airways Corporation, Japan Airlines, KLM, and Qantas.

For several decades, from its launch until 2019, the 747 remained superiorly popular, even as the Airbus A380 came into the picture to spice up the competition between the jumbo jets. Boeing kept the Queen going strong by stretching out the length and introducing new variants, allowing airlines to use the aircraft for commercial and cargo services until nearly every significant international carrier had the Boeing 747 in its fleet.

While the end of the Queen was foreseen for a more distant future, the introductions of new-generation twin-engined revolutionaries and the collapse in demand for travel during the pandemic made the end come sooner than Boeing and aviation enthusiasts would have preferred.

Paired with rising fuel costs, the Boeing 747 was no longer as economical as it once was, and only a small handful of airlines still operate passenger flights using the Queen.

Still, the 747 proves more useful in these times for its cargo capabilities. Atlas Air and UPS currently stand on the podium as the biggest Boeing 747 operator, with both the -400F and -8F variants in their respective fleets.

As the Queen reaches the end of her time, Boeing has essentially hit the brakes on one of its most significant rainmakers. Without the production of the Boeing 747s, the manufacturer would rely more heavily upon its other notable and more popular modern widebodies, the Boeing 777 and 787 Dreamliner.

Despite the resumption of the deliveries of the Boeing 787 Dreamliner, the plane maker still hasn't experienced a smooth enough for the Boeing 777X. And with similar troubles plaguing its narrowbody productions, Boeing hopes to regain the glory of producing revolutionary aircraft, though its peak might have gone by alongside the Boeing 747.



Boeing 747-400 Freighter* in final assembly. Photo: Getty Images

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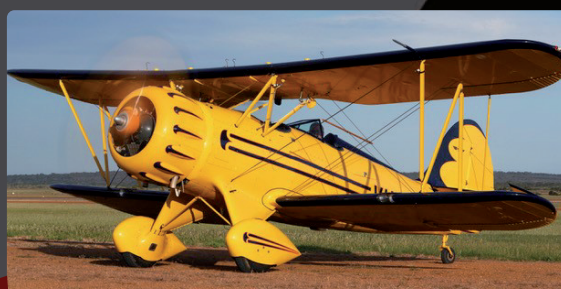
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RUSSIA GETS AROUND ARMS TRADE SANCTIONS

During the business part of the Eighth Army 2022 International Military and Technical Forum, held at the Kubinka Air Base, Alabino Military Training Grounds - Rosoboronexport presented more than 200 products from Russian defense companies in 6 exhibit areas.

The total area of the Rosoboronexport's exhibit display was about 1,700 square meters. "In 2022, Rosoboronexport has organized a rich business program on the sidelines of the Army Forum. We held more than 70 negotiations, during which we discussed various military-technical issues with representatives of 30 partner countries. We concluded several export contracts and also laid the groundwork for contracts worth more than \$14.5 billion," said Alexander Mikheev, Rosoboronexport CEO.

More details of signed contracts were not disclosed but according to information of the Interfax -Military News Agency, Rosoboronexport concluded two contracts at Army 2022 for a total amount of more than \$390 million.

"The company made presentations of about 350 Russian products to the delegations of partners who came to the forum. They showed particular interest in the Su-57E fifth-generation fighter, T-14 Armata tank, Ka-52E attack helicopter, Tor-E2 SAM system, Kornet-E ATGM system, and the K-17 Boomerang wheeled infantry fighting vehicle", Alrxander Mikheev added.

Russia adjusted its defense export operations to the US/EC sanctions, said Alexander Mikheev, Rosoboronexport CEO, at a briefing for the Media.

The company succeeded to ship products worth \$5.4 billion during the first half of the year to manage the same amount by the year end. The obstacles being created by the Western sanctions were surpassed and the company order portfolio reached US\$ 52.4 billion level, he added. "There are problems, we do not hide, we solve these problems together with our partners," confirmed Mikheev.

The Rosoboronexport CEO stressed the company "works and fulfills all obligations," widely using payments in national currencies. "Today we work with Indian rupees, with Chinese yuan, we work with rubles, we work with various other financial instruments. Therefore, all this more or less makes it possible for us to obtain payments for the delivered equipment," Mikheev explained.

At the same time, he stated that the pressure of the collective West extends not only to the system of military-technical cooperation, but also to the civil sphere, the banking sector, insurance and logistics companies. "There are many different nuances, nevertheless we understand and have accepted these rules of the game, we are working and fulfilling all our obligations," the head of Rosoboronexport stressed.

He also recalled the decisions taken in this area at the level of the President of the Russian Federation, the government and the Central Bank. Due to such actions, "we have a more flexible payment system," Mikheev said.

Speaking about the prospects, he claimed Russia must develop high-precision weapons, weapons based on new physical principles, unmanned systems and network-centric command and control systems. Such conclusions have been made on the basis of an analysis of past conflicts, noted Mikheev.



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Tchadia Airlines was founded as part of an agreement between the Government of Chad and Ethiopian Airlines. Ethiopian Airlines stepped in and assisted with a Boeing 777-260(LR).

STRATEGIES TO IMPROVE THE CIVIL AVIATION SECTOR IN CHAD

This article provides a brief analysis of the civil aviation sector in Chad providing an overview of the problems since the end of 2017, when civil aviation in Chad began its downward slide after a series of flagrant violations of the standards International Civil Aviation. Chadian Civil Aviation has lost all credibility and stands as one of the worst examples among the signatory states of the Chicago Convention.

The aim of the article is to make the Chadian authorities aware of the situation so the civil aviation sector can be restructured. This would then enable them to make effective decisions about investment so that this will act as an economic stimulus that will bring a breath of fresh air to the Chadian economy which is suffocating after several crises and recessions.

In conclusion it calls for additional efforts by the Chadian government with regards to:

- the implementation of or compliance with international conventions including that of the Chicago Convention of which Chad is a signatory.
- the compliance with all ICAO requirements through the establishment of an autonomous civil aviation authority so that there can be an effective response to the challenges of aviation safety and security.
- the implementation and planning for USOAP audits by ICAO.

The article appears here in French as many of our readers in Africa are French speaking and World Airnews wanted to allow them the opportunity to read in their first language. What do you think? Do you want more articles in French? Let me know – send me an email: heidi@airnews.co.za

In August 2018, it was announced that the Government of Chad had signed an agreement with Ethiopian Airlines to launch Chad's new national carrier on 1 October 2018. It was also announced the airline would be named Tchadia Airlines and would start operations using a fleet of 2 Bombardier Dash 8 Q400 transferred from Ethiopia, and would initially serve the four main cities in Chad and to neighbouring countries. After three consecutive years of financial losses, the airline was placed into liquidation.

Le 07 décembre 1944, l'organisation de l'Aviation Civile Internationale (OACI) a été créée avec la signature de la Convention sur l'aviation civile internationale (Convention de Chicago). L'objectif de l'OACI, institution spécialisée des Nations Unies, est de promouvoir le développement d'une aviation civile sûre, sécurisée, régulière, efficace, et économique. Les questions relatives aux SARPs (normes et pratiques recommandées) de l'OACI pour la réglementation de l'industrie doivent être appliquées par les Etats signataires. Presque tous les États africains notamment le Tchad sont des États signataires de l'OACI.

En plus des SARPs, il existe d'autres instruments du droit aérien international, qui comprennent les conventions, traités et protocoles adoptés dans le domaine de l'aviation civile et qui doivent être ratifiés, adaptés et respectés par les Etats signataires de l'OACI.

Conformément à l'article 55 de la Convention de Chicago, l'OACI a créé les commissions régionales de l'aviation civile d'Afrique (CAFAC), d'Amérique latine (CLAC), du Monde Arabe (ACAC) et d'Europe (CEAC).

Lors du sommet de l'Organisation de l'Union africaine (OUA) qui a eu lieu en 1975 à Kampala, la CAFAC a été adoptée en tant qu'institution spécialisée de l'Union africaine dans le domaine de l'aviation civile.

Depuis la création de l'OACI, garant de l'intégrité de tous les instruments et convention internationales, l'aviation civile a vue croître une pléthore de compagnies aériennes, permettant de leur utilisation accrue par des passagers. Le fret n'étant pas du reste, l'on a assisté à un record d'utilisation grâce à une meilleure qualité de services en dépit de certains problèmes issus des Pays en voie de développement.

En ce qui concerne l'aviation civile africaine en générale, la sécurité reste l'un des freins majeurs à l'efficacité des mécanismes de supervision de la sécurité et entraîne de fait un taux d'accidents qui positionne le continent en dernière position sur l'échelle compétitif.

Le Tchad, qui n'est malheureusement pas en reste, fait face à des défis de sécurité face aux nouvelles formes de menaces contre l'aviation civile, la majeure étant environnementale. La carence en ressources humaines, matérielles et technologiques ne favorise pas une prise en main de la situation déliquescence auquel l'aviation tchadienne est confrontée.

L'analyse qui suivra a pour but de recenser de manière non exhaustive les problèmes de l'Aviation Civile au Tchad pour aider les Autorités compétentes à prendre des actions efficaces pour améliorer l'aviation tchadienne.

(Civil Aviation problems in Chad) Les problèmes de l'Aviation Civile au Tchad

Ils sont législatifs, organisationnels et structurels. Le fonctionnement de L'Autorité de l'Aviation Civile au Tchad (recommandation, décision, réglementation, sanction) est fortement tributaire de l'Etat dans les prises de décisions capitales.

A titre illustratif, la nomination en date du 24 Aout 2021 du directeur général adjoint de l'Aviation civile en totale contradiction avec l'article 23 du Décret N 074/PR/PM/MI/2006 portant organisation et fonctionnement de l'Autorité de l'Aviation Civile au Tchad qui stipule: «Les Directeurs de l'ADAC, choisis sur la base de leur compétence, sont nommés par décret.»

La même règle qui s'applique pour les conseillers elle aussi violée. Force est de constater que ce département est dirigé par des individus hors du domaine ne comprenant aucunement la gestion du

secteur ou soit les personnes qualifiées pour diriger ce département ainsi que ses services n'ont pas le temps de pouvoir effectuer le travail car vite remplacer.

Non prise en compte des critères de sélection lors du recrutement ou de l'affectation des agents (Niveau de base, capacité intellectuelle requise, les langues parlées dans le secteur de l'aviation). Des recrutements par affinité d'un certain nombre d'agents qui n'ont aucune compétence et qualifications dans le domaine. Ces super employés issus d'un lobbying du système se sentent intouchables et ne respectent pas les règlements qui régissent ledit secteur.

Absence d'un programme national de formation pour tous les partenaires impliqués dans la sûreté de l'aviation ainsi que d'un système de validation et d'évaluation du système de formation. Les spécifications relatives à la convention de l'Aviation civile signées et intégrées dans l'Annexe 17 sous le nom de la convention de Chicago, complétées par le Manuel de sûreté Doc 8973 de l'OACI ne sont malheureusement pas appliquées ni respectées dans leur totalité.

Le non-respect des textes indicatifs de l'Organisation de l'Aviation Civile Internationale (OACI) ainsi que du Manuel de Procédures d'inspection, d'autorisation et de surveillance continue de l'exploitation (Doc 8335).

Absence de programme national de sûreté définissant la politique générale de l'ADAC (Tchad) en matière de sûreté tant en ce qui concerne la répartition des tâches que les mesures préventives et de riposte et mise à disposition des parties pertinentes du PNS aux partenaires intéressés L'absence de planification du programme universel d'audits de supervision de la sécurité (USOAP).

L'USOAP (The Universal Safety Oversight Audit Programme) est un programme par lequel l'OACI surveille le respect des obligations de supervision de la sécurité par ses États membres.

Les résultats des activités de l'USOAP permettent à l'OACI d'évaluer la capacité d'un État à assurer la supervision de la sécurité en évaluant. En d'autres termes si l'État a mis en oeuvre de manière efficace et cohérente les huit éléments critiques (CE) d'un système de supervision de la sécurité, qui permettent à l'État d'assurer la mise en oeuvre des mesures de sécurité de l'OACI. - les normes et pratiques recommandées (SARP) connexes et les procédures et documents d'orientation associés.

Actuellement, le taux de mise en oeuvre des normes et pratiques recommandées sur les huit domaines d'audit du système aéronautique de l'USOAP selon les données de l'OACI placerait le Tchad aux environs de 45% d'achèvement en 2017 l'année de la dernière supervision de l'OACI au Tchad. D'ici là ce pourcentage pourrait décroître compte tenu des différents facteur énumérés dans ce document.



Tchadia Airlines was founded as part of an agreement between the Government of Chad and Ethiopian Airlines. Ethiopian Airlines stepped in and assisted with a Boeing 777-260(LR).



Image by Oscar Bovenkerk from Pixabay

Les huit domaines d'audit du système aéronautique d'un État membre surveillé par le programme sont les suivants :

- Législation aéronautique primaire et réglementation de l'aviation civile (LEG)
- Organisation de l'aviation civile (ORG)
- Licences et formation du personnel (PEL)
- Opérations aériennes (OPS)
- Navigabilité des aéronefs (AIR)
- Enquête sur les accidents et incidents d'aviation (AIG)
- Services de navigation aérienne (SNA)
- Aéroports et aides au sol (AGA)

L'installation d'un sentiment de frustration chez les techniciens chevronnés de l'ADAC de fois sans bureau pour travailler sont démotivés et impuissant devant la vague de recrutements des jeunes n'ayant pas de qualification ou possédant des faux diplômes. Ces techniciens sans bureau préfèrent rester à la maison et percevoir leur salaire à la fin du mois.

Absence de réglementation exigeant la soumission par les compagnies aériennes de leurs programmes de sûreté.

Absence de programme de sûreté d'aéroport y compris les annexes relatives aux procédures d'exploitation normalisées, au plan de gestion de crise, etc.

Absence de législation relative à la sûreté du fret, de la poste, des envois express et des provisions de bord (Concept de l'agent habilité).

L'Autorité de l'Aviation civile du Tchad ne dispose pas de l'autorité de certification en Marchandise dangereuses. L'ADAC fait appel à une consultance extérieure pour renouveler l'accréditation de certains inspecteurs. Les ressources étant disponibles et il suffisait juste d'envoyer des inspecteurs se faire former en certification en Marchandises Dangereuse pour Autorité de l'Aviation Civile.

Le Tchad entant que signataire de la convention de Chicago ne dispose pas non plus de plan d'urgence national de sûreté et aucun exercice de sûreté effectué par l'ADAC pour tester leur efficacité.

Le processus de Certification de Transporteur Aérien (CTA) n'est pas dans certain cas effectué jusqu'au bout. Certains opérateurs détiennent un CTA mais les quatre phases pour la certification n'ont pas été exécutées par l'Autorité de l'Aviation Civile du Tchad pour certaines raisons toujours inconnues. L'ADAC doit revoir et vérifier les phases de certification de tous les Transporteurs Aériens Tchadiens.

La lenteur administrative injustifiée au sein de l'ADAC, les correspondances adressées à l'ADAC ne reçoivent pas une attention prioritaire, de fois certaines correspondances et documents importants se perdent dans l'un des nombreux bureaux dans lesquels les correspondances font leur circuit. Soit les documents s'entassent car l'agent à qui cela a été adressé est absent du bureau pendant des jours.

Beaucoup d'opérateurs aériens au Tchad ne disposent pas de techniciens nationaux titulaires d'une licence en mécanique avion. L'ADAC ne vérifiant pas la licence du personnel technique, permet aux opérateurs de recruter les mains d'oeuvres non qualifiée à moindre prix pour faire le travail ; ou encore vue qu'il n'y a aucune exigence de la part de l'ADAC en ce qui concerne la licence du personnel technique les opérateurs n'effectuent aucun pour encourager les techniciens d'acquérir leur licence.

Dans un contexte de mondialisation où une grande part de la valeur des échanges mondiaux est attribuée aux transports aériens, le transport aérien Tchadien, vue la situation géographique stratégique du Tchad, peut constituer un levier pour la croissance et le développement économique pour ce pays si l'Etat s'investit avec rigueur dans ledit secteur. Pourtant, ce secteur du transport aérien Tchadien accuse un retard par rapport à celui d'autres pays de la zone CEMAC ou d'Afrique en général par faute de ressources et d'une volonté politique.

Le mal qui consume le secteur aérien au Tchad se situe à tous les niveaux et plonge l'espoir des travailleurs du secteur dans un engraînement spiral dont seul le Tchad en sort perdant. Ce mal peut se scinder en deux et devrait être qualifié en difficultés de deux natures afin de rester le moins pessimiste possible. Ces difficultés sont de nature endogènes, dû au sous-développement (infrastructures défectueuses, sécurité défaillante, dégradations des infrastructures aéroportuaires, insuffisances dans l'assistance à la navigation aérienne...), s'ajoutent d'autres questions de nature exogène (manque de formations adéquates, le problème des ressources humaines, la corruption, l'ingérence et la mainmise de la politique sur le secteur aérien) qui menacent la viabilité du secteur.

Sans vouloir se placer en donneur de leçon, le présent article fait une analyse succincte de la situation et donne un aperçu des problèmes dont fait face l'aviation Civile au Tchad depuis fin 2017, date à laquelle l'aviation civile au Tchad a entamé sa dégringolade après une série de violations flagrantes de normes internationales de l'Aviation Civile. Non seulement l'Aviation Civile Tchadienne a perdu toute crédibilité mais elle se distingue comme l'un de pire exemple parmi les Etats signataires de la convention de Chicago. Nous espérons que cette analyse sectorielle contribuera à une prise de conscience des autorités Tchadiennes afin de restructurer le secteur de l'aviation civile puis de les renseigner plus efficacement afin de prendre des décisions d'investissement utiles en guise relance économique qui apportera une bouffée d'oxygène à l'économie Tchadienne qui suffoque après plusieurs crises et récessions. Afin d'impulser une nouvelle dynamique dans ce secteur jeune et prometteur au Tchad, des efforts supplémentaires doivent être fournis par l'Etat Tchadien garant de la gestion du bien public à différents niveaux entre autres :

- la mise en application ou le respect des conventions internationale dont celle de Chicago que le Tchad est signataire.
- Le Tchad doit se conformer aux impératifs de l'OACI en ayant une autorité autonome de l'aviation civile. Répondre efficacement aux défis de la sécurité et de la sûreté aérienne.
- Favoriser et planifier les audits USOAP par l'OACI pour permettre une mise en exergue des carences du pays dans les domaines de la sécurité et de la sûreté.

Remerciements:

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11 -12 October 2022

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CHIEF OF THE DEFENCE STAFF

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The **International Defence Exhibition and Conference (IDEC)** hosted by Ghana's Armed Forces will build upon the endeavors of Africa's Armed Forces to enhance combined capabilities to counter the continent's leading security challenges. This unprecedented event will showcase the importance of integrating strategies and solutions across land, sea and air to solve challenges such as extremism, cross-border crime and maritime security in this region.

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GHANA'S INTERNATIONAL DEFENCE EXHIBITION & CONFERENCE

The armed forces of Ghana - one of the most progressive countries in West Africa - will host more than 600 international and regional defence delegates at the first International Defence Exhibition and Conference (IDEC).

The aim of the event – taking place in the country’s capital city Accra from October 11-12 - is to strengthen international and regional co-operation to combat terrorism and organised crime.

The two-day international exhibition and conference will be held at the Burma Hall within the Ghana armed forces headquarters in Accra and will bring international defence equipment manufacturers, technology providers, procurement officials as well as other industry stakeholders who aim to contribute towards the (US) \$20 billion annual defence market.

Welcoming the regional and international defence delegates, vice admiral Seth Amoama, chief of the defence staff Ghana, said, “As you may be aware, global peace and security continue to deteriorate amid the COVID-19 pandemic, climate change and the current Russia-Ukraine crisis. These events have had a significant impact on livelihoods and human security, particularly on the African continent.

“The West African subregion, in particular, is currently experiencing a surge in activities by armed groups. I am happy to note that several steps have been taken to deal with these threats.

However, a lot remains to be done, that is why I, vice admiral Seth Amoama, chief of the defence staff of the Ghana armed forces invites you to the maiden International Defence Exhibition and Conference in Accra from 11th to 12th October 2022 under the theme Strengthening International Collaboration to Combat Terrorism and Transnational Organised Crimes.

“I am calling on all stakeholders in academia, media, industry, defence and other government security apparatus as well as the international community to converge in Accra to find practical solutions to the litany of security challenges facing the region and beyond. It is my hope that by the end of the second day event our collective aspirations would be achieved.”

At stake is the safety and security of 422 million people of West Africa with a combined GDP of (US) \$659 billion. The rising cost of terrorism in Africa prompting the governments to not only upgrade the security capabilities of each country, but also to increase cross-border security cooperation.

“The IDEC will build upon the endeavours of Africa’s armed forces to enhance combined capabilities to counter the continent’s leading security challenges. This unprecedented event will showcase the importance of integrating strategies and solutions across land, sea and air to solve challenges such as extremism, cross-border crime



The Chiefs of the Ghanaian Armed Forces and event organisers Great Minds Event Management at Ghana Armed Defence Exhibition.

and maritime security in this region,” air vice marshal Mike Kwame Appiah Agyekum, deputy chief of staff (admin), general headquarters of the Ghana armed forces and head of the organising committee, said.

“The overarching objective is to improve regional development and security by promoting defence partnership, both regionally and internationally.”

“Through a series of unique platforms, the event aims to assemble Africa’s defence chiefs of staff and senior officers and executives from security agencies and global partners and advanced solution providers to improve combined combat operations and regional development initiatives.”

A large number of defence procurement officials of the African countries will participate at the event to check out the latest defence equipment, technologies, systems and services - before making a purchase decision as the defence forces are looking at acquiring the latest defence equipment to strengthen their capabilities and reinforce regional security.

IDEC provides an ideal platform for the global defence suppliers to showcase their latest products and services and to meet the defence buyers to negotiate fresh supplies. It also provides a unique platform to establish and strengthen cross-border co-operation among the regional armed forces - land, navy and air forces.

In 2021 military expenditure in sub-Saharan Africa totalled (US) \$20.1 billion, 4.1 percent higher than in 2020, according to Stockholm International Peace Research Institute (SIPRI), a global peace watchdog. The increase in 2021 was the first in sub-Saharan Africa since 2014 and was primarily driven by Nigeria, the biggest spender in the subregion.

“Between 2020 and 2021, Nigeria raised its military spending by 56 percent, to reach (US) \$4.5 billion. The increase came in response to Nigeria’s various security challenges, such as attacks by extremists and separatist insurgents,” SIPRI said in a latest report published in April 2022.

In 2021 Kenya, Uganda and Angola were, respectively, the third, fourth and fifth largest military spenders in sub-Saharan Africa, it said in a report. Over the decade 2012–21, Kenya and Uganda have both faced insurgencies that have influenced their military spending.

“Between 2012 and 2021, military expenditure rose by 203 percent in Uganda but remained relatively stable in Kenya (down by 4.5 percent),” it said.

The event will be attended by more than five chiefs of defence staff, eight ministers and secretaries of defence, six chiefs of army, navy and air forces, 40 VIP speakers, 60 sponsors and exhibitors from 60 countries.



The 400th Bell 505 delivery to a European customer Al Barratt, co-founder of Grenade and owner of Cotswold Aviation both based in the United Kingdom.

The first Bell 505 was delivered in 2017 and today, there are 400 aircraft operating on six different continents. The Bell 505 is one of company’s fastest growing products for corporate and VIP markets. As the demand for this aircraft increases, Bell has continued to introduce technologies for the Bell 505 including an enhanced avionic suite and auto-pilot capabilities.

The clean-sheet-designed Bell 505 has made its mark in the Middle East and Africa region, performing a wide variety of missions. The platform’s most recent delivery in Africa was in March to operator, BESTFLY, in Angola; while in the Middle East, Horizon International Flight Academy, based in the UAE, took delivery of its fleet of 12 505s in early 2020.

Joined by the Bell leadership team, Barratt received the customised Bell 505 at a delivery ceremony at Bell’s Mirabel, Canada facility.

LaShan Bonaparte, vice president commercial sales Bell said, “The Bell 505 provides outstanding performance capabilities,

modern avionics and a versatile cabin for our customers. This will be a great addition to Cotswold Aviation’s fleet.”

The Bell 505 is the newest five-seat aircraft designed for safety and efficiency while using the most advanced technology to date.

With the added benefit of a large cabin and panoramic window views, the Bell 505 is ideal for corporate passengers and private owner adventures.

“Flying in the 505 is a unique experience and a perfect solution for business travel around the UK and other parts of Europe,” said Barratt.

“This aircraft enables me to save time throughout my day by avoiding traffic and gets me quickly and safely to my destination. I’m already operating two single engine fixed wing aircraft, and I’ve been looking for the ‘rotary equivalent’ of those machines. This stunning 505 fits my mission perfectly, blending performance and technology while reducing pilot workload.”

ETHIOPIAN TAKES BOEING 737 MAX DELIVERIES AGAIN

Following the decision to return the plane to its scheduled flight operations earlier this year, Ethiopian Airlines has resumed taking delivery of the Boeing 737 MAX.

The three jets delivered so far this year are the first to arrive with the carrier since the March 2019 crash of flight 302 that caused the death of all 157 people onboard.

The first to arrive was accepted on June 30th, and is registered ET-AWJ. It departed Boeing's facility in Seattle, Washington, headed for Addis Ababa, Ethiopia, with a stopover at Manchester Airport.

The delivery to its final destination took place on July 2, 2022. The aircraft has since been busy with flight history data showing visits to major airports around Africa, India, and Turkey.

The 737 MAX numbers two and three are registered ET-AWK and ET-AXG, both delivered in July.

The first made the trip on July 15th, stopping in Manchester on route. The second, traveling on July 25th, instead stopped over at Shannon before arriving in Addis Ababa. Both have been busy operating routes around Africa, the Middle East and India since arriving.

Following a meticulous and detailed reassessment of the improvements and redesigns of the Boeing 737 MAX aircraft, Ethiopian Airlines has remained committed to the 737 MAX as part of its future fleet.

This is despite the airline being one of the two that suffered direct losses as a result of the MAX, following the crash of flight 302 in March 2019. However, Lion Air of Indonesia, the other airline to have suffered a catastrophic crash involving the jet, is yet to take delivery of the type.

Following the worldwide grounding in November 2020, the Federal Aviation Authority allowed the type to fly once more with Brazilian airline GOL being the first.

Despite his previous resistance to inducting the type back into the fleet, former CEO of Ethiopian Airlines Tewolde GebreMariam indicated late last year that it would be returning to scheduled services.

The statement from GebreMariam in December 2021 stated, "It is in line with this guiding principle that we are now returning the B737 Max to service not only after the recertification by the Federal Aviation Administration (FAA), EASA of Europe, Transport Canada, CAAC, ECAA, and other regulatory bodies but also after the fleet type's return to service by 36 airlines around the world."

The airline subsequently started service with the 737 MAX in February this year. With its latest three deliveries, Ethiopian Airlines has a fleet of seven 737 MAX, with an order book of 23 still outstanding. According to ch-aviation, another five are built and have their ET registrations allocated (AFF- I and AZA), which could indicate more deliveries are imminent.

The return of the 737 MAX has been met with mixed reactions from those affected by the tragedy in 2019.

Despite the renewed optimism of airline officials, not everyone is so positive to see it back in the skies. Robert Clifford, an attorney for families of the crash victims, commented, "This is really disappointing...a sad reminder for the crash victims' families... knowing that the Boeing MAX will fly again, even in Ethiopia where the crash happened."

After succumbing to tremendous pressure from investigations of fraud and negligence by company employees, Boeing took full responsibility for the crashes, and a settlement with the victims' families was reached late last year. The compensation cost Boeing a cool (US) \$20 billion.

While most countries in the world have lifted the ban on the 737 MAX, China remains a notable exception. New commitments for the MAX have come from Delta and Qatar.



Ethiopian Airlines Boeing 737 max (Photo credit: Boeing)

A FIRST MODULAR FLIGHT INSPECTION SYSTEM INTO A DA62 MPP

Diamond Aircraft and Safran Electronics and Defence have successfully conducted the first integration of the CARNAC XS modular flight inspection system (FIS) into Diamond's special mission aircraft, the DA62 MPP.

Every member state of the ICAO (International Civil Aviation Organization) is obliged to inspect and calibrate periodically their navigational aids and instrument landing systems to guarantee aviation safety under any weather conditions.

These complex missions require qualified pilots trained to conduct many manoeuvres at low altitude within air traffic, and an aircraft equipped with a FIS system to ensure precise measurements and analyses by flight inspectors.

The CARNAC XS is the smallest FIS system of Safran's CARNAC family and is able to be calibrated into all types of beacons such as VOR, ILS, VDF, Marker, DME, NDB, TACAN to validate PBN/RNAV procedures and approaches as well as to measure coverage of V/ UHF radios, secondary radars and the ADS-B system.

The extra compact flight inspection system module is located in the mission equipment compartment of the DA62, right behind the operator seat, and is wired up to the mission power panel and the dedicated antenna connection panel.

This modular design and the pre-installed antennas enable an easy configuration change from e.g. ISR to FIS in less than a day.

The operator laptop, directly connected to the CARNAC XS, allows real time analyses of the measurements taken by the calibration bench and the pilot tablet allows a live monitoring of the flight relevant data.

With additional radios and audio panels, the operator has all the capabilities to ensure safe communication on board and, at the same time, direct connection to the ground crew.

The expected delivery will be in the upcoming weeks to long term Diamond Aircraft Distributor and Special Mission Aircraft operator Asian Aerospace Services in Bangkok, Thailand.

Once operational, the aircraft will be available for demonstration to future Diamond Aircraft MPP operators in South East Asia.

The DA62 MPP is the latest variant of Diamond Aircraft's successful Special Mission Aircraft portfolio. The all-carbon-fibre, twin-engine aircraft is equipped with a state-of-the-art glass cockpit and a fully integrated autopilot.

It is powered by two turbo charged jet-fuel engines which enable the aircraft to stay airborne for up to eight hours due to their superb fuel efficiency. The carbon fibre material provides for unlimited airframe life and is not subject to corrosion, even when operated in saline and humid environments.

Together, fuel efficiency and the unlimited airframe life combine for extremely low direct operating costs, making the DA62 MPP the most cost-efficient Special Mission Aircraft in its class.

The user-friendly and fully automated for enhanced data integrity, CARNAC enables flight inspectors to easily and quickly analyse the flight, edit inspection reports and fulfil training requirements. It can fit into any aircraft and meet each operator's needs and requirements while improving cost-effectiveness.

It's highly modular version combines modularity and simplicity to install and remove on board any aircraft type, CARNAC MS consists of two light and ultra-compact modules.

The data can be processed and analysed with a laptop. This configuration allows you to operate quickly your aircraft for other missions.





UGANDA'S CARAVAN FLIGHT SIMULATOR SERVICES

Air Serv, a leading provider of humanitarian logistical support and aviation services in Africa, has revealed the newest addition to its groundbreaking training programme for pilots and engineers.

The Redbird CRV-S flight simulator – the first of its kind in the country – was unveiled at Air Serv's offices in Entebbe, Uganda, where the organisation has established a supplemental training facility.

The event generated much excitement, with attendance by senior representatives from Uganda Airlines, the Uganda Professional Pilots Association, Uganda Air Force and local flight schools. Fred Bamwesigye, director general of the Uganda Civil Aviation Authority, hailed Air Serv on the acquisition of the simulator.

"This is a big milestone for the aviation industry in Uganda," said Bamwesigye. "It will increase the country's technical skills, which are badly lagging due to a set of technical people who are aging, with [fewer new] ones qualifying due to high cost of training."

Considered by the International Air Transport Association to be one of the fastest growing aviation regions within the next twenty years, Africa is projected to have an annual industry expansion rate of five percent.

But with this advancement comes accompanying challenges and obstacles, especially as industry growth outpaces labor capacity. Limited training facilities, high tuition costs, and long-term impacts of the COVID-19 pandemic are resulting in smaller candidate pools of qualified pilots and engineers, particularly in countries such as Uganda where a quickly growing aviation sector is creating an equally demanding need for trained professionals.

Uniquely positioned to address this need, Air Serv stepped forward. While it has long provided informal internship opportunities to local students and internal training to staff, the organisation recognised an expanding need for formalised, hands-on training to meet engineer and pilot licensing requirements.

Funded by a generous grant from the Hilton Foundation, Air Serv has developed a structured training programme which combines classroom training, virtual education through its own online portal, and on-the-job experience.

The programme, supporting regional flight schools through the provision of supplemental education and experiential learning, also aims to generate interest in aeronautics, provide more opportunities for female students, and contribute to the region's workforce.

"We at Air Serv are utilizing our facilities as a tool to further stimulate the growth of critically needed aviation personnel, now and for the future," said Johnson Mugulusi, Air Serv managing director Uganda.

With the inaugural class currently in session, future participants will be selected from a growing list of applicants, based on criteria outlined by the company. Selected students will be provided transportation and meals in addition to their education and training. For engineering candidates, the hands-on portion of programme will include working in Air Serv's on-site maintenance facilities.

Experiential training for pilots, who are required to obtain a minimum number of flight hours to achieve an aircraft-specific type rating, had previously been more restricted due to the cost and limited availability of aircraft. The addition of the flight simulator however, will be a game changer for the region's pilots who need to build required time. In addition to its own training programme, Air Serv intends to offer simulator access to local flight schools, private pilots, and fellow air service providers on an hourly rental basis.

Air Serv's Cessna Caravan flight simulator is the first in the country to be made publicly available to student and civilian pilots. Working directly with the Uganda Civil Aviation Authority and the International Civil Aviation Organisation to ensure utmost compliance, hours obtained through the simulator will count towards a Caravan type rating.

The introduction of such a resource will create a safe, economical, and accessible opportunity for pilots who may have never been able to complete their training otherwise. "With the generous support of the Hilton Foundation and the assistance of our industry partners, we are thrilled to be making an impactful contribution to the development of the next generation of aviators," said Mugulusi. Founded in 1984 as a US-based nonprofit, Air Serv was developed for the purpose of providing air transportation to humanitarian agencies operating in hard-to-reach areas.

In 1997, a permanent operations base was established at Entebbe Airport, strategically positioned to support Air Serv's extensive programmes in Africa as well as the expansion of services offered, including aircraft maintenance, freight forwarding, hangar and ramp facilities, and consulting. The organisation has ultimately become a recognised and well-respected leader in aviation throughout the region, and has developed a reputation for adhering to the highest of standards in performance, safety, and personnel. In addition to the services it provides, Air Serv's comprehensive and specialised expertise has led to a broader mission of supporting and contributing to the continent's blossoming aviation industry. To learn more about Air Serv, please visit <https://www.airserv.org/andwww.airserv.co.ug>

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Why Senegal?

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

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HELPING TO MANAGE BUSINESS SECURITY RISKS

IATA has launched the AVSEC Insight online platform that offers users a comprehensive range of timely, open-source, information to aid in identifying potential security risks and threats to their operations and businesses.

Matthew Vaughan, IATA director Aviation Security and Cyber said, "Monitoring risks is both difficult and time-consuming, particularly for airlines with international operations. Adding destinations means more intelligence collection and monitoring is required.

AVSEC Insight responds to this challenge by gathering risk-related information from a wide variety of sources, including niche and local-language news media as well as NOTAMs (Notice to Air Missions) and other official sources. It enables users to manage and identify business risks at early stages, monitor them in real time, and conduct post event analysis. The tool covers threats and continuity risks from natural disasters, civil unrest and protests, geopolitical developments, transnational crime and cybersecurity to name a few."



Courtesy of: IATA.org - IATA AVSEC

The subscription-based service provides an intuitive user-friendly interface. Information can be customized to risk profile and operational needs, by country, city, airport or flight information region (FIR). Better and faster identification of risk means safer and more secure operations and resource optimization. Moreover, AVSEC Insight incorporates advanced machine learning and natural language processing capabilities to ensure the platform becomes more intelligent and robust as the dataset grows.

Nick Careen, IATA senior vice president operations, safety and security said "Recent events have shown the enormous value of being able to track, assess and respond to potential risks in real time, particularly in a dynamic and fast changing industry such as aviation. AVSEC Insight is a vital tool for any organization in the aviation value chain or that manages mobile workforces and/or the time-sensitive movement of assets."



Yannick Erbs

EVFLY

IMPROVING AIR MOBILITY IN SOUTH EAST ASIA

EVFLY, an air fleet management and air transport organisation company, aims to enable the greatest number of people to travel without constraint, at an affordable cost and in complete safety while being respectful of the environment.

"In an ever-changing society, we are all dreaming of the perfect combination of freedom, safety and sustainability. With EVFLY we are on a mission to turn these dreams into reality," said Yannick Erbs, founder and CEO of EVFLY. Erbs, an aviation industry expert, former commercial pilot and founder of Africa West, once one of the largest cargo airline in Africa, founded EVFLY to use his knowledge to develop the eVTOL market in Southeast Asia, Middle East and Africa.

Supported by a panel of industry-specialists and advisors, EVFLY has the best foundation to become an important actor in the eVTOL industry. Their fleet is organised through the acquisition of new generation electric aircraft, namely eVTOL and eCTOL.

These aircraft can reduce costs, have good safety and carbon emission reduction. The objective is to offer transportation services to B2B and B2C customers starting with Thailand. The significant reduction in operational costs of their green and modern aircraft will allow them to offer services to a new clientele for whom it was not possible before to use private aircraft services or exclusive air transport services. And to allow the current consumers to make significant savings. Their costs will be reduced by 70% compared to the same model of aircraft using fossil fuels.

EVFLY is not only a simple means of transportation for individuals, but it can also be used for different types of missions such as cargo, emergency ambulance, offshore platforms, private VIP transportation and other missions such as road surveillance or fire safety. To reach their goal, EVFLY have already decided to give their trust to Ascendance Flight Technologies by signing a letter of intent for the purchase of 15 aircraft with an option for 50 aircraft (for delivery until 2030).

They are also actively looking for different manufacturers offering two passenger smaller eVTOL or small hybrid aircraft to start pilot training in Thailand by the end of 2023. A bright future is ahead for Air Mobility and eVTOL industry in Asia and EVFLY is taking part of it.

Original story at <https://50skyshades.com/news/business-aviation/improving-air-mobility-in-south-east-asia-evfly>



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Boeing, FedEx Express to Collaborate on ecoDemonstrator Testing

Boeing, FedEx Express to Collaborate on ecoDemonstrator Testing. The First Movers Coalition (FMC) was created in late 2021 to leverage the purchasing power of major companies to speed up the pace of decarbonizing industrial sectors such as shipping, chemicals and trucking.

Boeing, FedEx Express to Collaborate on ecoDemonstrator Testing. The First Movers Coalition (FMC) was created in late 2021 to leverage the purchasing power of major companies to speed up the pace of decarbonizing industrial sectors such as shipping, chemicals and trucking.

Boeing, a founding member of the coalition, will serve as the 'champion' for the aviation sector.

As part of its new role, Boeing commits to supporting greater commercialisation of sustainable aviation fuels and advancing other low-carbon technologies.

Scaling up sustainable solutions is critical to the aviation sector's target of net-zero emissions by 2050 and the broader goal of holding global temperatures to 1.5°C above pre-industrial levels, the so-called '1.5°C pathway'.

"We can only maintain the critical climate pathway of 1.5°C if we jumpstart the market for disruptive zero-carbon technologies and make them as economically competitive as existing carbon-intensive solutions," said Nancy Gillis head of the First Movers Coalition. "I congratulate Boeing for its new championship role and look forward to working together on driving the need for and accelerating the use of these emerging technologies."

Boeing said it will leverage current technologies and increase industry partnerships in expanding sustainable aviation fuel supplies, while shaping strategies for developing new solutions.

"We are honoured to serve as 'champion' for our sector and committed to partnering with FMC members and others on scaling SAF and accelerating low-carbon technologies to decarbonize aviation," said Brian Moran Boeing vice president of global sustainability policy and partnerships.

Boeing has recruited one of the leading experts in sustainable aviation fuels (SAF) to work with the more than 50 companies in the First Movers Coalition and other industry partners. Robert Boyd will join Boeing from the International Air Transport Association (IATA), where he led decarbonization efforts, including advancing the commercial deployment of SAF and addressing policy, economic, sustainability and logistic challenges.

Boyd also served as a member of the United Nations International Civil Aviation Organization (ICAO) Fuels Task Group. Additionally, he served for four years on the Board of Directors for the Roundtable on Sustainable Biomaterials (RSB).

"Boeing has been a pioneer in making SAF a reality and having Robert join our team is further proof that we are 100% committed to working together to meet the industry's net-zero emissions commitment by 2050," said Moran.

Boeing's new role builds on the aerospace company's sustainability efforts, which includes the ecoDemonstrator programme that in 2018 made the world's first commercial airplane flight using 100% sustainable fuels with a 777 Freighter, in collaboration with FedEx Express.

Last year, Boeing partnered across the industry to decarbonize aerospace, including with SkyNRG, Alaska Airlines, Etihad Airways, NASA, Rolls-Royce, and United Airlines.

Boeing is also making progress through its joint venture, Wisk, to bring to market the first all-electric, self-flying air taxi in the US. Boeing also has significant experience with hydrogen, conducting six technology demonstrations over the past 15 years.

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THE HOLBORN ASSETS

GROBLERSDAL SPEED RALLY

by Rob Jonkers

For this event the organisers changed the format slightly. Instead of a Friday arrivals with test flights and an evening briefing with dinner for an early start on Saturday – the programme changed to a Saturday and Sunday event with competitors arriving early Saturday and a mid-morning briefing.

As many of the competitor aircraft have previous test flown handicaps or event history, the number of test flights was limited to new entrants which was done in the early morning prior to the briefing.

The idea was that first take-off would be at midday with things finishing at 2pm. The results would be available in the late afternoon with a prize giving and dinner for the Saturday night and an opportunity to network, engage with friends and the local club community.

The Groblersdal Club went to great lengths to make the event successful. They combined the Speed Rally with a fly-in, prepared an excellent surface taxi-way in this last week to accommodate operation to both ends of the runway.

Some more firsts for the Speed Rally series meant that previous race director Rob Jonkers passed the baton to Iaan Myburgh to prepare and run the event together with David le Roux as the race master. This meant that he could fly this race type for the very first time, as prior to this he was in the back office, planning the route planning and directing. Rob held this position since 2016.

“It was great to be taking a back seat and be on the other side of the fence,” he said.

So he reported first hand the experience of flying at speed. He takes up the report.

“SAPFA Chair Leon Bouttell offered to fly the event in his Sportstar as a late entry. After some discussion I decided to fly with him as navigator as my skills are rusty.

“At papers time I collected the envelope and had to take a brisk walk to get to the aircraft parked some 200m away. I strapped in while Leon started plotting. Essentially I got a map with the route highlighted and he went to prepare the second map with minute markers to allow us to assess progress along the route.

“This was concluded prior start-up and after taxi to the holding position we still had some five minutes to go through the route and discuss altitudes to fly at. Barrelling down runway 05 we first had to pick up speed in ground effect and have positive rate of climb prior the first turn after the end of the runway which was a steep left at almost 180 deg (the preferred take-off direction was actually Rwy 23 but changed due to wind conditions favouring 05 and it being downhill).

“Not having flown the Sportstar for some time meant he had to get used to the very light controls (compared to a C182). The first leg was a little skittish in heading and it took most of that leg to get oriented, which resulted in a turn-point miss on turn-point 1. Most competitors also found it difficult to find.

“After that we settled down and could get on with finding the next turn-points, checking track position relative to the far field and close in features.

“Around half way we sighted the Ercoupe in front of us, and proceeded to haul them in, but not long after that the Cessna 150 with Ron & Von overtook us. That mean we saw them almost miss

This is the third speed rally in season 4 for 2022, which came after the weather challenges of the first three and began with pristine conditions on Saturday morning.



turn-point 8 having to jinx left and then right to get around the turn-point. This brought them closer to us again before they disappeared into the distance. It remains important to not lose energy around turns.

"Thereafter we overtook first timers Benjamin & Clinton in their Bushcat coming into the home straight. I started wondering where were the faster aircraft behind us, and then in no less than 15 seconds from the finish line the Comanche ZS-NXG, the 235 ZS-FVV and the C210 ZS-CNY came zooming past as if we were standing still. At least it looked like we must have arrived overhead in 5th place.

"The wind affected all of us, the turbulence meant we stayed between 3500 & 4000 ft. I let the aircraft drift up with thermal / wave lift where it happened and bled off altitude to pick up speed taking advantage of the conditions. All in all, it was great to fly one of these.

There are strategies to follow, navigation accuracy to be maintained, energy management around turn-points, altitude management, it is not just a full throttle burn around a track, each element is an important ingredient in achieving leader board positions where every second count and an average of an hour's flight is involved.

After everybody was safe on the ground, Iaan and Tarryn got to work with scoring, and concluded this by 4pm. Then everyone waited for the prize-giving that started at 6 pm hosted by David le Roux. As some competitors were not able to stay over, the prize giving had a number of winners not present.

In the Navigation Accuracy category, third place went to Ron Stirk and Von Hamman in their Cessna 150 ZS-NBT, in second place Willem Kruger & Chris Moolman as first timers in their Alouette 2 ZU-



Rob Jonkers & Leon Bouttell at the starting line in their Sportstar ZU-FBJ



First timers Benjamin Fincham & Clinton Bukes in their Skyreach Bushcat ZU-IMS.



Father and son team Lex and Christo Erasmus at the starting line in their yellow Ercoupe ZS-VCE.

RAH , and in first place Stefan Lombard & Martiens Marais in their Piper Comanche ZS-NXG.

In the Handicap/Speed category, third place went to Phil Wakeley & Mary de Klerk in their C210 ZS-CNY, in second place Stefan Lombard & Martiens Marais in their Piper Comanche ZS-NXG, and in first place Quintin Kruger & Johan Whiteman in their Cherokee 235 ZS-FVV.

Overall winners went to Stefan Lombard & Martiens Marais in their Piper Comanche ZS-NXG. In second place was Quintin Kruger & Johan Whiteman in their Cherokee 235 ZS-FVV and in third place Phil Wakeley & Mary de Klerk in their C210 ZS-CNY.

Many thanks to the Groblersdal Flying Club for hosting this fantastic event, logistics support, great meals, Iaan Myburgh as race director, Nigel Musgrave as safety officer, Shane with his team from Century Avionics for technical scrutineering, David le Roux as race master, and all the SAPFA and Groblersdal Club members who supported with marshalling and administration.

Thanks to the headline sponsors Holborn Assets, Pilot Insure, Flying Eyes and our sponsored teams, Prompt Roofing, Beagle Tracking, Gem Air and Mnandi Signs.

Our next speed rally event will be at Springs on September 30. This will be the season 4 finale, with a gala dinner to round it off.

AVIATION APPRENTICE TRAINING



After one of the biggest aviation industry crises, Lufthansa Technik AG's apprentice training programme this year has returned in terms of numbers to roughly where it was in 2020: 186 young people will begin their apprenticeship at the German locations of the company.

Furthermore, a total of 23 dual students were taken on school graduates who combine their degree courses with practical applications.

Barbara Koerner, head of training and dual studies at Lufthansa Technik said, "We need re-inforcements for the decade ahead; mechanics and engineers for the production divisions, we need young staff members for logistics and also the commercial sector.

"We are competing with many other companies that are preparing for the changes brought about by the upcoming generation change and increasing digitisation. The job market has changed a great deal: In a constantly evolving world, we increasingly find ourselves in the situation of no longer being able to choose but having to be chosen as an attractive employer. In this respect, vocational training of highly qualified workers remains one of our most important measures for securing the future."

In view of an increasingly tight HR market, Lufthansa Technik is using a number of new methods in addition to tried-and-tested measures in personnel marketing in order to reach young people who are suitable both personally and professionally: With new visual language and under the slogan "We are Aviationers" in printed and online advertising formats as well as social channels, the company is also advertising for new employees in Hamburg and Frankfurt with campaigns in public transport and in fast-food restaurants.

Presence at trade fairs will also be intensified again, as will co-operation projects with schools and universities.

Of the altogether 209 new training positions or places to study, 122 are directly attributable to Lufthansa Technik AG, 36 for the first time to the technical operations of Lufthansa Airlines, and the remainder to the companies of the Lufthansa Technik Group (see listing below).

The percentage of women in this year is a good 14 percent. The inclusion of people with physical disabilities also remains a declared goal of the company: In Hamburg, two hearing-impaired people will start their training as tool mechanics this year.

TRAINING FIGURES BY LOCATION & SPECIALISATION

Lufthansa Technik AG, Hamburg (training starts August 8),

111 in total (incl. Technik Students): 93 apprentices:

- 28 aircraft mechanics for technical maintenance
- 10 aircraft mechanics for production engineering
- 21 aircraft mechanics for engine technology
- 6 tool mechanics (two of which are hearing-impaired)
- 13 electronics technicians for devices and systems
- 11 aircraft electronics specialists
- 4 cutting machine operators

18 Technik Students:

Bachelor:

- 3 aircraft construction specialists
- 2 electrical engineering and information technology specialists
- 6 mechanical engineers
- 1 mechatronics specialist

Master:

- 3 industrial engineers
- 3 information technology specialists

Lufthansa Technik AG, Frankfurt 60 apprentices:

- 24 aircraft mechanics for engine technology
- 18 aircraft mechanics for technical maintenance (for Lufthansa Airlines)
- 6 aircraft electronics specialists (for Lufthansa Airlines)
- 6 aircraft mechanics for technical maintenance (for Lufthansa Airlines, deployment in Munich)
- 6 aircraft electronics specialists (training for Lufthansa Airlines, deployment in Munich)

5 Technik Students - Bachelor:

- 1 international business engineer
- 2 business engineers
- 2 Applied Physicists

Lufthansa Technik AERO Alzey, Alzey 11 in total

- 11 aircraft mechanics for engine technology

Lufthansa Technik Logistik Services, Hamburg 8 in total

- 8 specialists for warehouse logistics

Lufthansa Technik Logistik Services, Frankfurt

(training starts August 22), 9 in total

- 7 specialists for warehouse logistics
- 2 specialists for forwarding and logistics services

Lufthansa Engineering and Operational Services GmbH

(training starts August 22), 1 in total

- 1 specialist in mechatronics engineering

Lufthansa Technik AG, Berlin (training starts September 1), 4 in total

- 4 aircraft mechanics for production engineering



Riaz Saloojee, Chief Restructuring Officer of Denel

A STREAMLINED DENEL

A future Denel will be a streamlined and sustainable company with the ability to significantly grow its order pipeline and access new revenue streams.

The state-owned company has produced a comprehensive strategy aimed at stability and the rebuilding of its reputation and capabilities. There is now a clear and sustainable business case to underpin Denel's future," said Riaz Saloojee, Chief Restructuring Officer of Denel. "It can be self-sustaining with a R12bn order book over the next business plan cycle - which is six times its current annual revenues. If the turnaround of the business is successful there is a potential to grow the order book to R30bn."

Denel was a stable State -Owned Company or SOC between 2010 and 2015, but by 2016/17 it was beginning to show signs of decline through a combination of state capture together with weaknesses in management, leadership, project execution and contract management. This position was exacerbated by the Covid-19 pandemic. Revenue fell from a peak of R8.2bn in R2015/16 to under R2bn in 2021/22.

The new strategic direction enjoys the support of Denel's shareholder, the Department of Public Enterprises, and the Denel Board and will be strengthened through a formalised Memorandum of Co-operation with the Department of Defence and Armscor to ensure alignment on sovereign and strategic capabilities.

Government's commitment to recapitalise a restructured Denel will provide a solid base for the immediate future. "The strategic intent is to reduce dependence on the fiscus for the maintenance of critical strategic and sovereign capabilities," he said.

The rationalised Denel will focus on its proven capabilities in the fields of guided weapons, land defence systems, aircraft engineering, maintenance and the delivery of complex integrated systems for the security and cyber environments.

"The current problem remains that the fixed cost of the business is far in excess of the revenue and executable business," said Saloojee. "The only way for Denel to support itself is through a deep restructuring and reduction of the cost base to affordable levels."

Higher levels of efficiency will be achieved through the restructuring by adopting a smaller geographic footprint and streamlining of policies and processes inclusive of the engineering, manufacturing and support. Financial viability will also be achieved through a range of strategic actions including the sale of non-core assets, the appointment and retention of able skills and leadership, and the normalisation of relationships with employees, suppliers

and key stakeholders. "We intend to grow long-term strategic partnerships with the local defence and technology sectors and entrench our position in the local and international markets. The value of these partnerships is threefold namely to access to markets, new technology and financial support" said Saloojee.

Denel will establish "smart partnerships" with the local defence industry to ensure jobs are created within the wider sector.

The planned growth path is projected to result in an estimated 1 000 high-quality direct jobs in the industry within the next three years and some 5 000 jobs by 2027.

Saloojee said Denel continues to be a critical supplier of sovereign and strategic capabilities which provides vital leadership to the local defence industry that exports some R7bn of advanced manufactured products per year.

Moreover, there remains a significant interest in Denel's battle-proven intellectual property and the rapidly changing global defence environment will create opportunities to market the company's products and form deeper strategic relationships. Once Denel has been stabilised and the reputational image restored, the company will build long-term strategic partnerships in all its businesses.

This will entrench its position in local and international markets and maximise the value of intellectual property and capabilities within Denel, said Saloojee.

Meanwhile all outstanding salaries owed to employees of Denel have now been fully paid. This is according to the chairperson Gloria Serobe and comes after a lengthy process of consultation and litigation between Denel, trade unions and organisations representing current and former employees.

"We are pleased to report that this process has been completed. We also have payment plans in place for SARS (PAYE) and the pension fund. This demonstrates our commitment to the welfare of our employees and the high value we place on sound labour practices," she said. We trust that this will contribute towards the fostering of a productive and normal.



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Jonathan Welsh compares a pre-wedding scramble to arranging a pre-buy inspection on a 1990 Beechcraft F33A Bonanza. [Photo: Jonathan Welsh]

FINDING YOUR IDEAL AIRCRAFT

By Jonathan Welsh

In certain ways, buying an aircraft can seem like a marriage.

Buying an airplane is a lot like buying a house and not much like buying a car. At least that's what people with years of experience in general aviation have told me for years. And it makes sense, as small aircraft can easily cost as much as the family homestead. However, I find the search for my ideal aircraft to be more akin to getting married. Few transactions in life can bring on such an extreme range of excitement, elation, doubt, and horror. But it's the process - the planning and coordination - that really takes me back to the weeks leading to our wedding day.

Back then, we were coordinating invitations, flowers, food, music, and accommodations for guests. We had an officiant lined up for months, but she bailed on us late in the game, requiring lots of last-minute scrambling. This was surprisingly similar to the more recent race to find a mechanic to perform a pre-buy inspection on a 1990 Beechcraft F33A Bonanza that caught our interest.

It often seems like airframe and powerplant technicians are in shorter supply than pilots these days. After reaching several who were just too busy to take on new work, we were happy to find one willing to do the job when the time comes. Until then we will be arranging financing, insurance, type-specific instruction, and the

other elements that need to come together in the proper sequence to make the deal happen. It feels like a choreographed production.

Like our second wedding officiant, who, after vigorously interviewing my wife and me, seemed to feel that we might have a future together, the mechanic, a Beechcraft specialist, should come out of the inspection with a pretty good sense of whether the Bonanza is ready for the long haul. For reasons I can only imagine, the pre-buy is one of those things some aircraft shoppers skip. Doing so is simply a terrible idea.

As I found out after test-flying another aircraft for sale, there is no way to be sure if the airplane you want to buy is healthy without an inspection. Even then, some problems can remain hidden, but a proper pre-buy is designed to reveal as many potential squawks - and deal breakers - as possible. In aviation, the pre-buy mechanic's blessing may be the most important one you get after passing your check ride.

We didn't use a wedding planner 20-odd years ago, instead choosing legwork and word of mouth to find all of the people and things we needed to make the occasion memorable while avoiding common pitfalls. But for airplane shopping, we wouldn't make a move without consulting type clubs. The American Bonanza Society has so far helped us find all the necessary experts who, we hope, will keep us from making bad decisions. The Cessna Flyer Association, Piper Flyer Association, Commander Owners Group, and other aircraft clubs can also help make the buying experience less harrowing.

For now, we look forward to signing a contract with the seller soon so we can get rolling on the inspection and, we hope, saying general aviation's version of "I do" before too long. Our mechanic is encouraging so far. After reviewing the logs, he says the airplane looks like a good prospect. But, of course, it's too early to know.

Story courtesy: <https://www.flyingmag.com/>

JONATHAN WELSH

Jonathan Welsh is a private pilot who worked as a reporter, editor and columnist with the Wall Street Journal for 21 years, mostly covering the auto industry. His passion for aviation began in childhood with balsa-wood gliders his aunt would buy for him at the corner store. Follow Jonathan on Twitter @JonathanWelsh4



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