

WORLD AIR NEWS

AFRICA'S OLDEST AVIATION MAGAZINE

**BELL PRESENCE
IN AFRICA**

**TAAG ANGOLA
TAKES OFF**



**HAI HELI
EXPO 2023**

**SIERRA LEONE
NEW AIRPORT**

 Crafted in Switzerland



PC-24
THE CRYSTAL CLASS



 **PILATUS** 

GO WHERE NO BUSINESS JET HAS GONE BEFORE

The world's first Super Versatile Jet takes off! Stop compromising and reach for the unexpected. Enhance your flight department's efficiency by operating a jet more versatile than anything on the market. See what short runway performance, a standard cargo door and a large modular cabin can do for you. Get more from your jet when you fly a PC-24 – contact us now!

pilatus-aircraft.com

Contact Pilatus PC-24 Centre Southern Africa, your nearest Authorised Pilatus PC-24 Sales Centre for further information on
Tel: +27 11 383 0800, Cell +27 82 511 7312
or Email: aircraftsales@pilatuscentre.co.za



CONTACTS

PUBLISHER TCE PUBLICATIONS

PO Box 35082, Northway
4065 South Africa
Tel.: +27 31 564 1319

MANAGING DIRECTOR

Joan Chalmers / joan@airnews.co.za

EDITOR

Heidi Gibson / heidi@airnews.co.za

BUSINESS DEVELOPMENT

Hes von Wielligh / hes@airnews.co.za
Tel.: 083 472 8834
Carla Hamman
carla@airnews.co.za
Tel.: 084 894 6172

AFRICAN CREW

ETHIOPIA - ADDIS ABABA

Kaleyesus Bekele / kaleyesusb@gmail.com
Tel.: +25 1911 461804

KENYA - NAIROBI

Githae Mwaniki / githae.mwaniki@gmail.com

MALAWI- BLANTYRE

Frank Jomo / fjomo@yahoo.com
Tel.: +265 922 0911

NIGERIA - LAGOS

Albinus Chiedu / output.publications@yahoo.com
Tel.: 234 803 81 17704

TANZANIA - DAR ES SALAAM

Al Mohamed / alm@ctas-net.com
Tel.: +255 784 474840

UGANDA - KAMPALA

Russel Barnes / barnesy@imul.com
Tel.: +256 722 712557

ZAMBIA - LUSAKA

Humphrey Nkonde / zpeopleandplace@gmail.com
Tel.: +26 0969 179805

ZIMBABAWE - HARARE

Wallace Mawire / wmwawidri@gmail.com

INTERNATIONAL EDITORIAL

BRITAIN / EUROPE / EUROPE BSP

MEDIA DIRECTOR

Sally Passey / sally@bspmedia.com
Tel.: +44 (0) 1491 628000

ITALY / PALERMO

Fabio Gigante / fabgiga@liberto.it
Tel.: 0939 329 360 3665

MALTA - ST JULIANS

Chris Cauchi / ckcauchi@melita.com
Tel.: 00356 9928 2208

AUSTRALIA / ASIA

Barrie Collins / collinsphotographic@bigpond.com
Tel.: +61 41 711 1729

USA, CANADA, SOUTH AMERICAN CREW

MEDIA DIRECTOR

Sally Passey / sally@bspmedia.com
Tel.: +44 (0) 1491 628000

RUSSIA - MOSCOW

Yuri Laskin / ylaski@mail.ru or
Tel.: 7 495 9121346

TWO GOOD TO BE TRUE

Our April front cover photo features the Leonardo AW09 prototype - designated PS4 – featuring the new Safran Helicopter Arriel 2K Engine – as it performed its maiden flight in Mollis, Switzerland. This amazing front cover photo was taken by Lukasz Radomski. We just could not resist using the other photo provided – equally amazing – as our checklist photo. Making it two of the same.

Photo credit for this image goes to Thomas Frevillier. The AW09 PS4 flight lasted 20 minutes and all objectives such as hovers at low altitude, spot turns, straight and sideways flights up to 20 knots as well as several landings and take-offs were successfully completed. The next-gen single-engine helicopter with the new engine offers clients the most efficient level of industrialization, global supply and support.





07



18



21



22

WORLD AIRNEWS

- 03 Bell HAI Heli 2023
- 07 HAI Heli Overview
- 09 Flight Operations Support
- 12 Competition Winners
- 13 Cargo On The Continent
- 18 New Sierra Leone Freetown Terminal
- 20 TAAG Angola Airlines
- 20 Senegal's Aviation Academy
- 21 Avionics Makers Hold Key
- 22 Airbus Nextgen Future Medical Missions
- 24 MD Helicopters Scaling Up
- 25 KQ Awareness Campaign
- 26 The U-Space Framework
- 27 A Strategic Cargo Market
- 28 Uganda Air Fifth Johannesburg Flight
- 30 A Rare Twin Turboprop
- 31 Air Peace Considers Boeing 787
- 32 NBAA Addresses Congress
- 34 Sikorski 100 Years of Innovation
- 38 China Tests Biplane Cargo Drone

DISCLAIMER:— Opinions expressed in signed articles or in advertisements appearing in World Airnews, are those of the author or advertiser and do not necessarily reflect those of this journal or of its publisher. The mention of specific companies or products in articles or advertisements does not imply that they are endorsed or recommended by this journal or its publisher in preference to others of a similar nature which are not mentioned or advertised. World Copyright Reserved.

OFFICIAL JOURNAL OF:— Commercial Aviation Association of Southern Africa, The Airlines Association of South Africa, The Association of South African Aircraft Traders, Association of Training Organisations of South Africa, Aerodromes & Airports Association of South Africa, Association of Aviation Maintenance Organisations, South African Society of Aerospace & Environmental Medicine, Helicopter Association of Southern Africa, Aircraft Owners & Pilots' Associations of Southern Africa, Air side Operators, Association of South Africa, South African Aerial Applicators Association, East African Commercial Aviation Association, African Airline Association (AFRAA) Media Partner.

*Bell 407GX*

BELL HAI HELI 2023

By Heidi Gibson

Bell Textron has a proud history on the African continent celebrating many milestones.

This year at the HAI Helicopter Expo at the Georgia World Centre in Atlanta, Georgia - the sale of two Bell 429s went to customers in Africa including one to Caverton Helicopters Limited in Cameroon. Another customer from South Africa signed for a Bell 407GX for corporate and VIP transportation.

World Airnews editor Heidi Gibson had a chance to put some questions to Bell Africa Sameer Rehman, managing director of Africa and the Middle East.



Bell managing director Africa and Middle East Samer Rehman



Bell 505 in Nepal

WAN. Can you briefly describe Bell's presence at the HAI Heli Expo in Atlanta, Georgia? What aircraft type did you bring and why?

SR: This year at HAI Heli-Expo we had four aircraft on static display at the Bell booth - one Bell 505 in a corporate configuration, one Bell 407 featuring aftermarket upgrades, one Bell 407GX in a law enforcement configuration, a Bell 429 in a corporate configuration featuring the new Designer Series Interior. We showcased these aircraft to show the diversity and versatility of our aircraft portfolio.

We also completed 89 aircraft demonstrations with more than 200 customers in the Bell 505, Bell 407GX, Bell 429, and Bell 412EPX.

WAN: Indications are that Bell is coming out of the Covid slump that 'hung over' the industry until last year. Have sales improved and if so – what are the factors driving this uptick?

SR: There is no doubt that COVID had an impact on the helicopter industry, but Bell still had success during those difficult times. In 2022, we delivered 179 commercial aircraft, up from 156 in 2021.

We continue to see strong demand and solid order activity from domestic and international corporate, private, utility, and HEMS operators.

WAN. Honeywell expects the market to deliver 4,000 helicopters for civilian use through 2023. This is down from the 4,200 it forecast last year, on the back of a slowing global economy. What is your take on the global market?

SR: We believe there is a strong outlook in the helicopter industry. In 2022, we achieved remarkable commercial sales successes. To name a few: the Bell 505 was selected as the new Republic of Korea military helicopter trainer, and Bell will deliver up to 40 aircraft. We also saw growth in the law enforcement and Helicopter Emergency Services (HEMS) markets for the Bell 412 specifically in law enforcement, and the Bell 407GX in the HEMS market.

Here are some of our notable wins across the globe including the 400th 505 delivery to a UK customer, 80 505s delivered in Europe, a signed purchase agreement for 10 505s for the Royal Jordanian Air Force, and the selection of three Bell 429 aircraft by Queensland Police. Overall, the Commercial Business had a very strong year in a challenging environment and we look forward to another successful performance.

WAN: Let's talk about Bell's presence in Africa. Which mission type is most popular and why?

SR: Our customers in Africa and the Middle East operate in a variety of mission types such as pilot training, corporate and VIP transportation, public safety, and more.

At HAI Heli-Expo 2023, we announced the sale and delivery of two Bell 429 to customers in Africa. Caverton Helicopters Limited in Cameroon signed a purchase agreement for the first oil and gas configured Bell 429 in West Africa. The newly delivered Bell 429 will be used by a private owner for corporate transportation.

Africa is a diverse continent and customer needs and requirements vary from coast to coast and from North to South. The Bell 429 is a popular choice for the African market and continues to demonstrate important qualities such as safety, reliability, and performance. The aircraft also offers a smooth, peaceful ride as well as a spacious and customizable cabin depending on the mission type.

The Bell 505 has also had success in Southern Africa, and we delivered the first Bell 505 in West Africa to a customer in Angola. The Bell 407GX_i is also a suitable aircraft that operates in a variety of missions. During HAI, we had a customer from South Africa sign for a Bell 407GX_i for corporate and VIP transportation.

WAN: Are there any positive drivers that will assist Bell to increase or grow its presence on the continent? Can you name the factors?

SR: The demand for helicopters is high, and one of our greatest strengths is to listen to our customers' needs and requirements. The mobility concerns of our world will continue to challenge the current infrastructure everywhere, but we have a robust commercial and military product line that is capable of meeting the needs of our customers. Our aircraft are designed to require simple, easy-to-maintain components with a long lifespan and we have long-standing relationships with reputable representatives throughout Africa and the Middle East.

Some of the major oil and gas companies rely on safe and efficient transportation. Bell considers it a priority to serve the oil and gas market's needs.

Africa has been underserved when it pertains to aeromedical support. It is one of our main goals to grow Helicopter Emergency Services (HEMS) education around the continent so we can provide helicopter solutions to nurses, doctors, and hospitals.

Additionally, it has become critically important in Africa that cadet flight training should be enhanced. The Bell 505 is perfectly suited for this mission segment, as we've had global success with the aircraft in Montenegro, Jordan, the UAE and the Republic of Korea.

WAN: Sustainability is a key topic for discussion. Recently, in February, Bell completed its first flight fuelled with 100% Sustainable Aviation Fuel. Congratulations - what are your plans for the future of SAF and helicopters?

SR: Bell and Safran Helicopter Engines continue their collaboration to conduct flights on a dedicated Bell 505 aircraft solely with the use of blended SAF. This project was first announced at last year's HAI (March 2022) and is intended to explore the technical performance and economic impacts of SAF. In addition, Bell continues to look for opportunities to achieve new sustainability milestones in the future and pave the way for decarbonisation in the aviation industry.

WAN: Do you agree that Africa will lag behind its North American and European counterparts in terms of the production and use of SAF? I say this because, frankly, there is a lack of proper infrastructure and the means to production. Could you provide your view on the issue of SAF production in Africa?

SR: Bell experienced a seamless transition in incorporating SAF into its operations and has received positive customer feedback. We continue to share our knowledge of aircraft operations with SAF with all of our global customers that are interested. SAF is a growing market, and Bell continues to champion its adoption alongside other industry partners and government organisations.



Bell 429 in Tanzania

A REVOLUTION IN THE MAKING

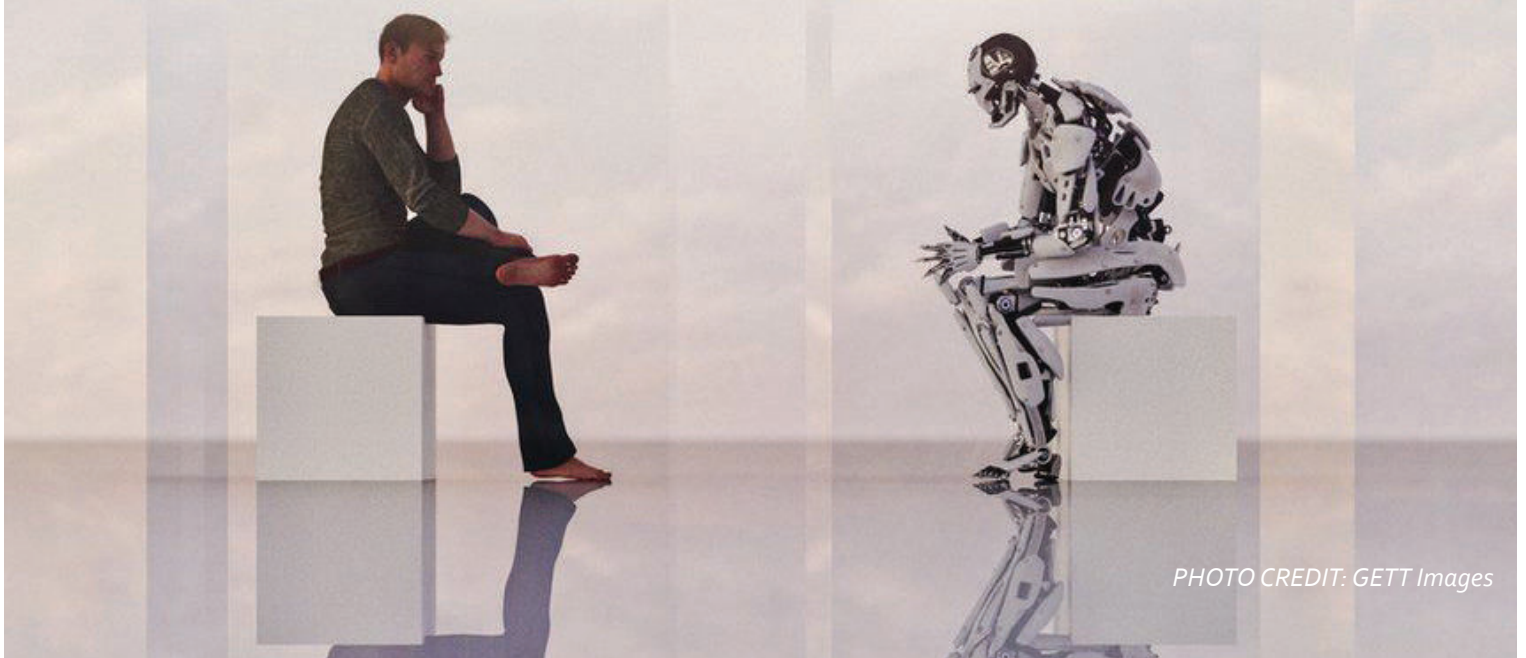


PHOTO CREDIT: GETT Images

By Heidi Gibson

Whenever some new form of technology comes around that threatens the status quo, journalists, copy-editors and editors have this uncanny tendency to adopt the approach of an ostrich. Putting your head in the sand until all the fuss has dissipated – seems like a great strategy. When everything dies down just carry on as usual.

Whenever some new form of technology comes around that threatens the status quo, journalists, copy-editors and editors have this uncanny tendency to adopt the approach of an ostrich. Putting your head in the sand until all the fuss has dissipated – seems like a great strategy. When everything dies down just carry on as usual.

The advent of ChatGPT was one such occurrence. It was released in November last year and I finally got to grips with this artificial intelligence chatbot launched by the OpenAi company.

Musing of course, that the first Industrial Revolution involved the use of water and steam power to mechanize production, the second electricity and electrical power involving mass production, and the third involved automation. There has been much talk of a fourth Industrial Revolution – the digital world.

I never thought the revolution would involve the written word but it has. ChatGPT has sparked a huge debate in the research and higher education space. Academics, lecturers, and teachers face a big dilemma. Should they ban it, and how do they incorporate it – it's impossible to tell the difference between a human and a ChatGPT-produced article.

To test it I made an account and prompted it to write an article about why helicopters are the best modes of transport. Within two minutes this is what it produced. Check it out:



This was incredible. I was ready to hang up my bootstraps and head for the hills. Then further reading revealed this Chat bot does have limitations. I mean if you are looking for a critical analysis of a philosophical essay – ChatGPT will fail. If you ask it about historical matters – it sometimes makes things up. And then if you ask ChatGPT to include references, it makes them up. It may even provide references to books and articles and even authors that do not exist. Never let the facts get in the way of a good story, I say!!

Not surprisingly by now there is a fourth paid version of ChatGPT-4 that can recognise images and build websites on this. It can translate, calculate and code! It really is unbelievable. Critics say it still can't tell the difference between gossip and scandal but it can joke!

When I asked it for a joke about pilots – this is what it produced:
Why did the pilot bring a parachute to the party?Because he wanted to "jump-start" the festivities!

This edition is all about helicopters and cargo. Enjoy the read!



*Enstrom Helicopter Corporation's stand at the HAI Heli-expo 2023
The versatile Bell429*



HAI president James Viola

HAI HELI 2023 FLYING HIGH

HAI President and CEO James Viola, described this year's HELI exhibition at Atlanta, Georgia, "as one of the best ever. With some exhibitors saying they were so busy they barely had time to see others".

Giving his Viola's Flight Report (VFR) after the annual event, he said, the vertical flight extravaganza had featured 639 exhibitors with 49 aircraft on display.

He said there had been networking opportunities and hundreds of education courses attended by 12,404 professionals, from 97 countries. In particular he said 2,200 attendees had attended 116 educational opportunities.

On the uncrewed front, he said there were various systems ranging in size and an Advanced Air Mobility (AAM) model provided by Jaunt Air Mobility.

He said the organization used the event to release the HAI 'Roadmap of AAM operations' whitepaper that describes the next steps necessary for AAM development.



PHOTO CREDIT: HAI Heli

He said part of the event was dedicated to building a sustainable work force that is needed to fly, build and supply these vehicles so the largest world job fair took place that assisted job seekers in connecting with companies looking to hire.

"With safety as a cornerstone of our industry attendees were able to elevate their safety games by experiencing the rotor safety zone that provided them with opportunity to test virtual reality simulators, learn about best practices and tools," he said.

Not shying away from the current high cost of insurance, Viola assured operators that HAI is looking to help. "After all this is not just a business issue this is a safety issue. The accident rate drives premiums and in order to have a prosperous vibrant industry we must have a safe industry".

HERE ARE SOME OF THE HIGHLIGHTS FROM THE EVENT:

- Enstrom Helicopter Corporation grabbed the spotlight early and never let go. The brand-new Turbine 480B was landed by Viola on the first day of the show. The company's new leadership team owner Chuck Surack and incoming president Todd Tetzlaff was also introduced. Safomar Aviation is the proud distributor of Enstrom Helicopters in Sub-Saharan Africa.
- Aero Asset released their 2022 Heli Market Trends Twin Engine report at the show. It reported that transactions for pre-owned twin engine helicopters fell by 4% last year and that supply also slowed.
- Airbus Helicopters, in partnership with Genesys Aerosystems launched their development of an Instrument Flight Rules capability for the H125. Available from the second half of 2024, the upgrade will be available from Airbus Helicopters' final assembly line in Columbus, Mississippi.
- Bell Textron signed an MOU with helicopter distributor, Rotortrade that is designed to assist customers with expanded trade-in solutions and upgrades. There was also news of a signed purchase agreement for a Bell 429 to be operated by World Aviation, an independent representative in Spain.
- Bell revealed purchase agreements for three Bell 407GX aircraft in the UK and Ireland. Read more about Bell's announcements at the show in the Focus Feature in this edition pages 3, 5 and 7
- Blueberry Aviation celebrated 20 years in business and its 500th helicopter transaction at the show. The aircraft brokerage and asset management company completed 28 helicopter transactions resulting from sales across all regions
- Leonardo Helicopters chose the Atlanta event to reveal new global contracts and a partnership for the USA market involving its AW09 helicopter. The OEM said it had signed preliminary sales contracts for more than 50 units with customers worldwide including Safomar in South Africa.
- Leonardo also chose the Atlanta event to reveal Abu Dhabi Aviation (ADA) had signed a contract to procure six AW139 intermediate twin engine helicopters. A partnership with Metro Aviation, a privately-owned US HEMS operator was also announced.
- MD Helicopters and GPMS International agreed to provide new and existing MD 530F operators with a Foresight MX OEM installation option at MD Helicopters' facility in Mesa, Arizona.
- Milestone Aviation released news of a four-helicopter lease deal to offshore helicopter operator HeliService International. This includes the placement of two Leonardo AW139 helicopters. In addition there was a financing agreement for two new Leonardo AW169 helicopters to provide offshore services in support of wind projects in Taiwan.
- PHI MRO Services announced that it has been appointed a Sikorsky-authorized Customer Support Center for the S-92 helicopter and the S-76C series helicopter.
- RIVE Private Investment revealed a partnership with Airbus Helicopters for the acquisition of eight H175s to serve the energy and search-and-rescue (SAR) industries between 2024 and 2026.
- Sikorsky, celebrating its centenary, announced it is producing a Hybrid-Electric Demonstrator (HEX) that will be a fully-autonomous hybrid-electric vertical-take-off-and-landing (eVTOL) prototype.
- Vulcan Aviation revealed news of a fresh equity joint venture arrangement for rotary wing sales with Kaan Air, of Istanbul, Turkey. The new venture, Vulkaan Helicopters, will focus on the sale of new large cabin and pre-owned helicopters.

AVIATION SUPPORT SOLUTIONS

In this, the second of a two-part series profiling what Flight Operations Support does, founder Khalid Fadal sets out the company's unique selling points. Having started as an aircraft maintenance engineer, Khalid is the perfect person to be at the helm of this business.

WAN: What sets Flight Operations Support apart from other companies?

KF: Flight Operations Support takes a holistic approach to provide support to our clients. We do not take an aviation-only approach but focus on increasing the organisation's business efficiency and competitiveness. This means that we consider the technical and business aspects of aviation.

Our team of personnel and business professionals works together to provide expert support tailored to our client's unique needs and challenges. We work closely with our clients to understand their business objectives and provide the support designed to help them achieve them.



Flight Operations Support founder Khalid Fadal



FLIGHT OPERATIONS SUPPORT

ELEVATE YOUR FLIGHT OPERATIONS WITH FLIGHT OPERATIONS SUPPORT

Flight Operations Support is a turn-key aviation consultancy firm that offers specialized support and solutions for air operators. With a team of experienced professionals, Flight Operations Support helps operators achieve safe, efficient, and cost-effective operations. Our services include quality and safety management, crew and staff management, operational efficiency and compliance, and digital transformation for the aviation industry.

WWW.FLIGHTOPERATIONS.SUPPORT
HELLO@FLIGHTOPERATIONS.SUPPORT
0872654704



Our approach is focused on identifying areas where the organisation can improve its efficiency and competitiveness. We work with our clients to develop tailored solutions that address these areas. This can include measures such as improving operational processes, optimising the use of resources, and increasing customer satisfaction.

This has allowed us to build a strong reputation in the industry and become a valuable partner for airlines and operators looking to grow and succeed in a highly competitive market.

Flight Operations Support's goal is to support African aviation by providing access to skills, knowledge, and resources on a needs basis. Our focus on safety, efficiency, and cost-saving and our commitment to exceptional customer service make us a valuable partner for airlines and operators in Africa.

WAN: Which type of aviation-related companies are you targeting?

KF: We provide our services to various aviation-related companies, including flying schools, scheduled airlines, ad-hoc operators and end aviation users. Our bespoke services are tailored to each client's specific needs and challenges, regardless of their size or operation type.

Aviation organisations can reap multiple rewards by outsourcing operational needs to us. One of the main benefits of outsourcing to Flight Operations Support is that it allows aviation-related companies to access high-quality services without having to invest in costly infrastructure or hire additional personnel. Our clients can leverage our expertise and experience to improve their efficiency and competitiveness while reducing costs by outsourcing to us.

This will also provide flexibility and scalability to our clients, as our services can be tailored to each client's unique needs and can be adjusted as needed over time. This can help companies

to remain agile and adapt to changes in the market or their business needs.

WAN Question: Can you provide an example of a case study that best profiles your operations?

KF: One example of the work we do involves a Tanzanian operator who faced challenges with flight following and reporting. We provided the Operator with a real-time off-site flight-following solution that provided 24-hour coverage at half the price of conducting flight-following in-house. This helped the Operator to improve their reporting, which reduced costs and improved their profitability. Using technology to collect and analyze flight data, we provided the Operator with accurate and up-to-date reports on flight times, fuel consumption, and other vital metrics. This helped the Tanzanian Operator improve efficiency, reduce costs and increase profitability.

Other examples can be found here: <https://www.flightoperations.support/about-us/case-studies>

WAN: What is your long-term plan for FOS? Where do you operate currently, and are there any expansion plans?

KF: We are currently operating out of offices in Johannesburg, but to support our business in East and West Africa, we have representatives in Nairobi, Kenya and Dakar, Senegal, with plans to expand further into the Southern African market.

Our long-term plan for Flight Operations Support is to continue providing high-quality aviation support services to our clients across the continent. We are committed to expanding our footprint and increasing our capacity to provide innovative solutions that meet the rapidly evolving aviation industry's needs.

We are constantly looking for new opportunities to grow and develop our business, and we are excited about the prospects of expanding our operations into new markets. We believe there is significant potential for growth and development in the



Southern African market, and we look forward to exploring new opportunities in the region.

WAN: How would you describe the current African aviation market and do you have any strategies to circumvent the challenges?

KF: The Flight Operations Support team recognizes that the African aviation market is facing significant challenges, including a brain drain of highly skilled aviation professionals. This has resulted in a shortage of qualified personnel and a lack of access to the skills and resources needed to support the growth and development of the industry.

To address these challenges, Flight Operations Support is committed to providing tailored solutions to meet the unique needs of our clients. We recognize the importance of investing in developing local talent, providing training and mentorship programmes to help bridge the skills gap and supporting career development.

A significant aspect of our strategy is promoting collaboration and knowledge-sharing across the industry. This includes working

closely with regulatory bodies and other stakeholders to promote the adoption of best practices and support regulatory compliance. By building strong partnerships and networks across the continent, we believe we can help drive innovation and improve access to the resources and skills needed to support a thriving aviation sector.

WAN: What words of encouragement do you have for any other aviation entrepreneurs?

KF: I believe that there is significant potential for growth and development in this region and that entrepreneurs have a vital role in driving this growth.

My advice to entrepreneurs is to be innovative and adaptable and to focus on providing solutions that meet the unique needs and challenges of the African aviation market.

I would also encourage entrepreneurs to be resilient and persistent in facing challenges and seeking opportunities for growth and development, even in difficult times. The African aviation market is full of opportunities for entrepreneurs willing to take risks and innovate.

WELCOME BACK PROFLIGHT

Photos and Article by Clinton Barnard

The year 2023 could well become a bumper one for Durban, South Africa's King Shaka International Airport (KSIA). If all goes well, there could be six Foreign-Based Scheduled Passenger Operators (FBSPOs) with three of them regional airlines. Previously there were only two regional FBSPOs - Air Namibia and Proflight Zambia.

From April this year, Proflight Zambia will resume operations. The airline first began operating on September 22, 2015, and this ended on March 26, 2020, due to the COVID-19 restrictions.

After these were lifted, Proflight Zambia did not immediately return to Durban as one might have expected. Instead, it started a direct Lusaka – Johannesburg service that promised higher yielding and more predictability. Even so, a company spokesman confided that Proflight would one day return to Durban. It appears Proflight's spokesman was as good as his word.

Proflight Zambia will operate a twice-weekly direct flight from Lusaka's Kenneth Kaunda International Airport with Thursday and Sunday departures at 09H00 to arrive at Durban at about 11H30. After a one-hour turnaround, the scheduled arrival back at Lusaka will be about 15H00. The route is a great circle distance of 1,612km (1,008 miles) one way.

This is a similar frequency to that previously flown although the airline earned a reputation for varying its schedule significantly at late notice to meet fluctuating passenger demands. Extremes of no flights at all contrasted with peaks of five weekly arrivals occasionally.



Proflight operated an originally owned Canadair (later Bombardier) CRJ100ER registered 9J-PZA used during the first service period to Durban. Since then the fleet has increased. On December 5 last year, Proflight announced the acquisition of the second of two additional CRJ200s, both leased from Avmax Aircraft Leasing Incorporated – a Canadian company.

The CRJ200 is in all respects identical to the 100 variant except that the 200 has more fuel-efficient power plants that enable a slight increase in cruise altitude, range, and speed.

All three CRJs are in a single all-economy class 50-seat layout. This latest acquisition brings to seven the total number of aircraft in their aircraft fleet.

The opening flight is scheduled for April 6 with a once-off 'special' flight on April 11, to accommodate those wishing to return home. The first Sunday flight will commence on April 16.

Established in 1991, Proflight Zambia is wholly privately owned. Although not a national airline, it has fulfilled the function of a traditional national airline by supplying aerial transport services more widely and efficiently than any other airline in Zambia.

WE HAVE OUR WINNERS

It gives me great pleasure to announce the winners of our 'Hunt the Logo' competition. How many logos were there? The answer was 11! (counting the one on the cover). Well done and thank you to our sponsors Helivate Helicopter Services and Avex Air Training (PTY) Ltd.

World Airnews ran the competition over two months – December 2022 and January 2023 editions. Entries closed at the end of January. Entries were made via our website and we are happy to say that we had a great response.

Without further delay - the first prize goes to Ripfumelo Hector Godie - a third-year aeronautical engineering student at Wits University. He told World Airnews that he aspires to design unmanned aerial vehicles and in the long term become a bush pilot – 'for the fun of it'.

"I come from the rural areas of Bushbuckrige, Mpumalanga where there's little exposure to aviation. I was always fascinated by airplanes passing through. I initially completed a diploma in mechanical engineering, worked for two years then pursued aero to fill that missing element of working around aircraft," said Godie

He wins a heli-sim experience sponsored by Helivate Helicopter Services. Based in Krugersdorp, Helivate offers training on helicopter flying to the West Rand as well as other services such as charter, scenic tours and security work.

"We are thrilled to partner with World Airnews magazine and spread the joy of flying helicopters. Ripfumelo is a deserved winner and we look forward to sharing the Self Fly Experience with him. With this experience, one gets the opportunity to fly the helicopter controls under the guidance of a highly qualified instructor. It's a great introduction to flying and one of many that



Ripfumelo Godie – winner of the Helivate sim experience



Mike Wright – winner of the Avex pilot notes

anyone can experience. it can also count towards a license should one decide to pursue that avenue," said Helivate director Paul Cumming.

"Helivate is committed to quality training and high service levels as an operator.

Apart from basic training packages on a Robinson R44 for those just starting out, Helivate also provides specialty training on turbine-powered helis, night-rating, instrument, sling, and instructors licence.

For more information go to <https://www.helivate.com/> The winner of the second prize is none other than our number one fan Mike Wright. Mike is a regular reader of our publication and a great supporter. He needs no introduction.

He wins a copy of Avex Information Products' private pilots notes Avex began as a family-run flight training organisation in 1965. Born from a sheer passion of Aviation and the unrelenting desire to produce maven (adept) pilots through a sustainable business, led the way to what is now a formidable player within the South African aviation sector. Over the years the Avex group has grown and 58 years later it includes divisions such as Avex Air Transport, Avex Information Products, Avex Professional Tools, and Avex Air Technical.

In addition to distributing publications for a broad spectrum of aviation industry specialists, Avex edits and publishes their pilot study notes ranging from the Private Pilot License (PPL) to the Airline Transport Pilots License (ATPL). Their comprehensive study notes have become a benchmark for the industry and complement our information product portfolio.

ALL-FEMALE PAINT TEAM

MAAS Aviation, an aircraft painting and exterior coatings company in the United States celebrated a major milestone recently with their first-ever all-female paint team.

The occasion was marked by International Women’s Day 2023 last month. Geoffrey Myrick, chief operating officer (USA) said, “Over five days in late February and early March, our 12-strong all-female team completed the painting of a brand-new A320 aircraft. They carried out all stages of the paint job from applications of primer through to basecoat, then finishing with clearcoat, with inspections at every stage to ensure the high standards and perfect finish MAAS Aviation is known for. The aircraft achieved a 100% customer rating.”

Myrick said, “This is the first time we’ve had an all-female team complete an aircraft painting project, but it’s important to say that female colleagues have worked within our paint teams for many years. In an industry that many still view as male-dominated, we’re pleased to be a positive example of how this is changing.”

“The quality of work performed by this team of women is undeniable proof of their talent and strength,” said Daryl Taylor, head of commercial operations for Airbus in the United States.

“We are incredibly proud to celebrate this achievement with MAAS on International Women’s Day.”



The attached photo shows the all-female MAAS Aviation paint and inspections team on the shop floor in Mobile, Al. From left to right, is Iris, Basillia, Marta, Hazel, Elsa, Mirna, Audris, Aiobys, Guadalupe, Hailey, Lilian, and Bernadette. Let’s hear it for the ladies!

“As a global business, we have a great number of women working in all roles across our facilities. It is the dedication and passion of all our people that make MAAS the business it is, we thank every one of you for your daily contribution to our continued success,” said Myrick.

MAAS Aviation provides services for OEMs, airlines, leasing companies, and MRO operators from eleven state-of-the-art paint shops for narrow-body and regional aircraft, capable of handling up to 490 aircraft per year.



CONNECTING AFRICA WITH THE WORLD

www.astral-aviation.com





Boeing 747-400F (110 TONS)



Boeing 767-200F (42 TONS)



Boeing 757-200F (25 TONS)



Boeing 727-200F (22 TONS)



DC-9F (14 TONS)



BOMBARDIER CRJ-200F (6 TONS)



By Heidi Gibson

The launch of South Africa's newest cargo airline – Suid Cargo Airlines – is part of a broader pan-African strategy to bring increased connectivity to the continent, Astral Aviation CEO Sanjeev Gadhia told *World Airnews* magazine recently.

Astral Aviation represented by its CEO Sanjeev Gadhia, is amongst the founders of Suid Cargo Airlines and are also the lessor for all the freighters which will be acquired by the start-up airline for its operations out of Johannesburg.

Gadhia and Suid Cargo accounting manager Thomas Honiball – who is the CEO and lead auditor of Honiball Aviation Auditing – announced the launch at the Air Cargo Africa 2023 event in Johannesburg, South Africa in February this year.

Suid Cargo Airlines are due to begin non-scheduled flights from OR Tambo International Airport in the second quarter of this year.

The company will use a wet-leased Boeing 727-200F from Kenya's Astral Aviation as well as Astral's Boeing 747-400F, Boeing 767, and Boeing 757F on a charter basis.

It is understood that there are plans to acquire additional freighters in 2024 which will comprise narrow-body freighters such as the Airbus 320F or Boeing 737-800F in addition to the Embraer 190 Freighters in 2025.

Asked what the influencing factors are behind the launch, Gadhia said, "The driver behind the new airline is to provide freighter capacity for the Southern African region which will enable it to provide connectivity to various destinations that are currently under-served.

Suid Cargo Airlines accounting manager Thomas Honiball made the announcement at the Air Cargo Africa 2023 event in Johannesburg, South Africa in February this year. With him on stage is Astral Aviation CEO Sanjeev Gadhia and other members of the team

"The challenges are fewer than the opportunities. These include the current recession which has gripped the region, however, with the growth in oil, gas, and mining, there is the potential for a sustainable business model.

"Other challenges include high taxes in fuel and airport services and the lack of air cargo infrastructure – all of which continue to hinder the growth of the aviation sector in parts of Africa," he said.

Talking about plans to take this model to other parts of the continent, Gadhia said, "Yes we have plans to start a similar venture in Lome, Togo which will enable us to serve our clients in West Africa with the same level of accessibility with freighter capacity".

He said it is part of Astral's pan-African three-hub strategy with hubs in Nairobi, Johannesburg, and Lome which will offer real-time and online capacity to over 30 destinations in Africa combined with sea, and air solutions via the ports of Mombasa, Durban, and Lome to over 15 landlocked countries in sub-Saharan Africa with full visibility to its clients via its digital platforms.

Gadhia said the future is bright for our dark continent which comprises the largest consumer market in the world.

This, combined with the anticipated benefits of an increase in trade that will come from the enactment of the African Continental Free Trade Area, are cause for a positive outlook.

"Africa is rich in agriculture, oil, gas and minerals combined with a young population – this will result in new opportunities in air cargo and logistics," said Gadhia.

Various attempts were made to get comments from Thomas Honiball on social media platforms, the office of Honiball Aviation Auditing and with a colleague but none were received at the time of going to press.

AIRVAN AFRICA



PATRICK: +27 (0)82 565 8864
BRENDAN: +27 (0)72 244 4958
PHIL: +27 (0)83 284 3898

1971 Beechcraft Baron E55
Stripping for Spares
Call for Parts Price and Availability



*** 1977 Mooney M20J**
4560 Hours Airframe TT. 690 Hours Engine SNEW
IO-390 (210HP) Engine and Scimitar Prop Upgrade.
MPI by SA Mooney in September 2022

Price: US\$ 85 000



*** 2003 GA8 Airvan**
7800 Hours TT Airframe
Almost Timex.
Ex Botswana - No corrosion

Price: US\$ 245 000



*** 1964 Mooney M20C**
3350 Hours TT Airframe, 1500 Hours SMOH
Recent interior, good paint.
The perfect budget A to B machine.

Price: R675 000



*** 2011 GA8 Airvan**
7350 Hours Airframe TT. 1160 Hours Engine SMOH.
3-Blade Prop Upgrade. Cargo Pod.
Melvill and Moon Seat Covers.
Recently refurbished paint.

Price: R7 420 000



Lancair Evolution Turbine S/N 037
1250 Hours TT All Components
Extended range fuel tank

Price: US\$ 930 000



1962 Cessna 182E
6900 Hours TT Airframe
1100 Hours SMOH Engine

Price: Call For Price



*** Classic 1948 Cessna 170**
Immaculate example with all records from new
A genuine collector's item

Price: R900 000



1942 Waco YMF
650 Hours TT Airframe | Only 15 Hours SMOH on Jacobs R-755B2M
Radial Engine | Based in Australia

Price: US\$ 275 000

OTHER AIRCRAFT FOR SALE

2008 Whisper Motor Glider

** Maintained by the only Mooney Factory approved
Maintenance and Repair Facility in Africa. Unless
otherwise stated all prices are exclusive of VAT*

+27 46 624 5332

www.airmoon.co.za



Your need is our passion

We provide a safe and reliable Air Service using the following aircraft:

- L410 & L420
- B200
- B1900
- DASH 8



Getting you there

- Safely
- Reliably
- Comfortably
- Cost Effectively



Training

AIR-TEC has the only approved L410 - FNPT 2 Simulator in the Southern Hemisphere. Our Flight Training Team is able to customize and structure every course to our customer's specific requirements.



We also offer soft skills training.

For more information on Air-Tec contact us on: +230 467 55 59 | sales@air-tecm.com | www.air-tecm.com
Head Office Address: 111, Ebene Junction, Rue de la Démocratie, Ebene, Mauritius



Sierra Leones New Terminal at the Freetown International Airport will bring five times the capacity of the previous old airport

A NEW SIERRA LEONE FREETOWN TERMINAL

The Sierra Leone government is hoping to revive the country's tourism industry and position the Freetown International Airport as a West African aviation hub.

This follows the completion of a new terminal by a Turkish construction company Summa.

The terminal has added a new 14,000-m² (150,000-ft.²) terminal at a cost of (US) \$270 million.

This will give the new terminal a capacity five times that of the old facility and will be able to accommodate eight widebody jets simultaneously. It is hoped that the new facility will also attract scheduled and charter flights from the UK and European capitals.

It has a wave-shaped roof - powered by a 1.5 megawatt solar farm - that makes it the first fully green airport terminal in West Africa. Operations will begin imminently, but the transfer from the existing terminal is likely to take a few months to complete.

"We have an ultramodern air terminal that is three times larger than the existing terminal and has brand new facilities that will accommodate up to a million passengers a year, to make it a major transit hub in the sub-region," Sierra Leonean president Julius Maada Bio said at the opening last month.

Summa took on construction costs in exchange for a 25-year management contract. Once this is completed, Summa will hand over ownership to the Sierra Leonean government.

"Already, we have at least three more international airlines that have shown interest in landing at this airport," Sierra Leone transport and aviation minister Kabineh Kallon said.

The runway of 3.2-km (2-mi.), taxiways and aprons were recently resurfaced and the airport's communication beacons have been upgraded. The new terminal also includes improved cargo handling and a new air traffic control tower.

The next stage of development includes a new five-star hotel. This is aimed at attracting airlines to overnight their aircraft at the airport as local facilities do not meet international air crew requirements.

Sierra Leone was a winter-sun holiday destination for Europeans in the 1970s and 1980s but the subsequent civil war during the late 90s saw all international airlines suspend operations.

The country was hit by Ebola in 2014 and COVID-19 in 2020. Despite these setbacks, passenger numbers increased from 65,000 to 246,000 between 2000 and 2019.

The airport is located at the coastal town of Lungi. To get to Freetown itself, passengers need to cross the Sierra Leone River by boat, which is an eight kilometre journey that can take up to 40 minutes.

"The country's Atlantic coastline, especially along the Freetown peninsula only a short drive from the capital city, offers some of the most pristine tropical beaches in the world, as well as low-lying islands with huge potential for high-value, low-volume destination-marketing development," the stakeholders said.

This is the first international passenger facility to be built in Sierra Leone since the country gained independence in April 1961.

The old building - was built by the UK Royal Air Force in the 1940s - is touted to become Sierra Leone's military air operations headquarters.

AIMING HIGH – TAAG ANGOLA

By Romuald Ngueyap World Airnews correspondent

Since taking office at the end of 2021, the CEO TAAG Angola Airlines, Spanish Eduardo Fairen Soria, has put together a restructuring plan aimed at making the Angolan national airline profitable, in the medium term.

These reforms are gradually bearing fruit, as shown by the results of 2022.



Last year, TAAG Angola Airlines carried one million passengers. This is double last year's performance, when the airline handled 500,000 passengers on its network.

Describing the figure as 'historic', Soria said it is the consequence of the opening of new domestic, regional and intercontinental routes as well as the increase in frequencies on some routes.

He said these included Lisbon (Portugal), São Paulo (Brazil), Durban (South Africa), Accra (Ghana) and Madrid (Spain), and also the province of Cabinda (Angola). Currently, TAAG serves 14 international destinations and 14 Angolan cities.

"We are on the right track, but it is still far from our goal, which is to carry three million passengers a year," said Soria.

To achieve this target, TAAG Angola Airlines plans to renew and increase its fleet from 21 to 30 aircraft. It is in this perspective that the lease agreement concluded in July 2022 with the lessor Air Lease Corporation (ALC) for the acquisition of six Airbus A220s, to be delivered between 2023 and 2024.

The airline's current fleet includes five 737-700s, one 737-700QC, three 777-200s, five 777-300s, six Dash8-400s. The airline also leases an A330-300 and A340-300 for its flights to Europe.

TAAG also plans to strengthen its wide-body fleet. Two options are currently on the table: the Airbus A330neo and the Boeing 787 Dreamliner. The final choice should be revealed by next June, he said.

"But the major constraints on the purchase of new aircraft are related to the delivery time. We must therefore exercise caution in this fleet renewal programme, as there will be no new purchases before 2027," said Fairen.



SINCE 1965

AVEX

AVEX PILOT STUDY NOTES

AVEX Information Products has accompanied pilots through their aviation careers for over fifty years. Our Comprehensive and complete **Pilot Study Notes** for Private Pilot and Commercial Pilot Licence students are available in both Aeroplane and Helicopter student kits.

www.avexair.com



AVEX INFORMATION PRODUCTS

An Avex Group Company

+27 (0)11 974 4855

Email: info@avexair.com



4106 PAPERPLANE, AN AVEX GROUP COMPANY



SENEGAL'S AVIATION ACADEMY

By Romuald Ngueyap, World Airnews correspondent

Just like the CAE has selected the Diamond DA40 and DA42 aircraft and Diamond specific flight training devices for the CAE Global Academy.

Senegal has also chosen the same aircraft to equip the International Academy of Civil Aviation Professions (AIMAC) with 15 training aircraft

The nine Diamond DA40/42 training aircraft and six Bell helicopters acquired at the end of 2022 by the International Academy of Civil Aviation Professions (AIMAC) were officially received by Senegalese President Macky Sall in February this year. The Head of State visited the training centre in the city of Thies – 70 km east of the capital of Dakar. He did so on the sidelines of the monthly Council of Ministers meeting.

The aircraft will be used to train future civil and military pilots and aircraft maintenance technicians. The new fleet complements the eight aircraft and two helicopters used by the Senegalese Air Force School for the academy's practical training.

In the wake of these acquisitions, the government is also rehabilitating the runway of the military airport at the Thiès air force base. It is being widened from 1,800 to 2,000 metre long, and from 15 to 30 metres wide. According to the Minister of Air Transport and Airport Infrastructure Development, Doudou Ka, the project launched last year, will be completed in a few months.

AIMAC's first class began training in May 2022. It includes about 20 pilots and 30 student mechanics, all of Senegalese nationality. But in the long term, the Academy wants to have a regional vocation.

"The ambition of the AIMAC project is to make Senegal a reference hub for aviation and aeronautics while anticipating the sector's needs for qualified human resources. It will strengthen the autonomy of Air Senegal SA and meet the staffing needs of the future Aeronautical Maintenance Centre," said Ka.

AIMAC has an annual capacity of 600 student pilots and/or mechanics. Its opening complements the three main components of the plan Senegal emergent (PSE). The plan, which aims to make Senegal a major aviation hub in Africa, includes Blaise Diagne International Airport (opened on December 7, 2017), the Senegal Airports Reconstruction Programme (PRAS), which is ongoing, and the launch of the national airline Air Senegal (operational since May 2018). It is also planned to include aeronautical maintenance sites.

AVIONICS COULD EXTEND HELICOPTER LIFESPANS

The life cycle of a helicopter generally lasts several decades. But as technology in general develops, at some point helicopter equipment becomes obsolete.

Therefore avionics upgrades can present opportunities for obsolescence management to operators of older machines.

According to Pat Coleman, manager of aviation aftermarket sales for the Americas at Garmin, operators look for safety enhancements for their missions, enhanced quality and reliability, modernisation, simplified operations, increased integration, weight savings, reduced cost of ongoing operations, and flat-rate repairs.

Bedford, Texas-based Reb Technologies has opened an international division that focuses on avionics upgrades called REMS.

"Our goal is to provide a clean crew station with the information needed to ensure the safety of flight, particularly safety in the critical phases of flight," said Jeff Stubbs, Rebtech senior vice president of operations and systems technology.

"The biggest issue we see today is that companies - and more so governments - are still doing business as they were pre-Covid. Aviation took a pretty sizeable lump during the pandemic; spare parts are rare and when they are available, one has to jump. We are seeing an increase in avionics obsolescence due to sub-vendors closing and key subcomponents no longer available."

Helicopter operators must consider the return on investment for upgrade options when considering an avionics system, said Universal Avionics CEO Dror Yahav.

"Some cost-saving benefits are easily recognised, while others require further analysis," he said. "Obvious benefits include enhanced mission capabilities, which increase efficiency and allow operators to do more. Other system enhancements may [involve] operations with flight planning and performance improvements to save time and reduce costs."

According to Chris Polynin, director of product management at L3Harris Commercial Aviation Solutions, interoperability with existing systems is a critical requirement of helicopter operators.

Andrew Barker, vice president of integrated avionics at Honeywell Aerospace, said that the two primary drivers of helicopter avionics upgrades are analogue instrument obsolescence and the need for improved situational awareness, which suppliers can satisfy by adding synthetic vision and terrain to the cockpit displays.

"The addition of an integrated radar altimeter and ADS-B traffic information services/flight information services on the primary flight display are also significant contributors," he said.

"In addition, navigation upgrades such as wide area augmentation system and certified class B terrain are also drivers of the upgrades. Depending on the operator, they may look for a few or potentially all features."



Garmin's cockpit upgrade for the Eurocopter AS350 replaces a variety of legacy primary flight instruments including the primary attitude indicator, course deviation indicator, horizontal situation indicator, and multi-function display. (Photo: Garmin)

Some less easily recognisable cost benefits can come from the maintenance areas of the operation, said Yahav.

"Older antiquated avionics may require more frequent, costly repairs due to their age," he said.



**THE LARGEST SUPPLIER OF
PILOT ACCESSORIES IN AFRICA**

Lanseria: 011 701 3209
Grand Central: 011 805 0684
Cape Town: 060 983 1812
Email: info@wingsnthings.co.za
or visit the 24 hour online shop www.wingsnthings.co.za



Authorised dealer of Bose



A BOEING COMPANY
Qualified Reseller of Jeppesen

Authorised re-seller of the following
brands of aviation related products:







AIRBUS NEXTGEN FUTURE MEDICAL MISSIONS



Airbus Helicopters has partnered with the Norwegian Air Ambulance Foundation to develop CityAirbus NextGen's future missions for medical services in Norway.

NextGen's future missions for medical services in Norway. To this end, the parties will jointly measure the added value of electric vertical take-off and landing (eVTOL) aircraft for a selection of medical services use cases across the country to integrate the operational requirements right into the configuration of Airbus' eVTOL.

Focusing on how eVTOL aircraft can be used for different types of air medical missions, Airbus Helicopters and the Norwegian Air Ambulance Foundation will elaborate a comprehensive roadmap toward reducing emergency response time through the researched scenarios in Norway.

To improve patient outcomes and the overall performance of the Norwegian Emergency Medical Services system, the signatories will follow a long-term strategic approach to research the complementarity of existing assets, such as conventional helicopters, and eVTOLs when the technology enters into service.

This approach could be further expanded in the region through collaboration with other countries to optimise operations beyond the national healthcare system.

Secretary general of the Norwegian Air Ambulance Foundation Hans-Morten Lossius said, "Airbus' aviation expertise across the board is a major asset to help us combine different aircraft for medical services. Complementarity is a key driver in this endeavour: helicopters remain essential to perform EMS

missions, whilst eVTOLs can bring additional capabilities to support first responders, for instance by transporting medical specialists to accident scenes or organs from one medical site to another."

"The Norwegian Air Ambulance Foundation has always been at the forefront of medical innovation, most recently with dedicated research to integrate a CT scanner into a five-bladed H145 helicopter. We're looking forward to working with the Norwegian Air Ambulance Foundation as a strategic partner to further develop the exact missions where our eVTOL's capabilities would contribute to protecting citizens and making sure they can access effective healthcare in Norway," said Airbus Head of Urban Air Mobility Balkiz Sarihan.

As a result, the first step toward the creation of a medical eVTOL ecosystem will be the evaluation of the efficiency of the current emergency medical system in Norway, to then simulate different air medical services scenarios, integrating advanced air mobility assets.

To develop the right concepts of operations for these complementary air medical missions, Airbus Helicopters and the Norwegian Air Ambulance Foundation will drive the definition of the foundational elements of the eVTOL ecosystem in the country, including infrastructure, traffic management and energy sourcing and distribution.

Operating a mixed fleet of H135 and H145, the Norwegian Air Ambulance is Norway's national Helicopter Emergency Medical Service (HEMS) operator.

With more than 40 years of experience in emergency medical response, the Norwegian Air Ambulance supports pre-hospital care across the country by delivering air ambulance services to provide patients with advanced medica

SINCE 2003

SIMUFLIGHT

TRAINING FLIGHT DECK EXCELLENCE

*Our Seneca simulator is now full glass cockpit equipped
for G1000 NXI training*

INHOUSE TYPE SPECIFIC SIMULATORS

Specialising in: Beechcraft B350 | Beechcraft B1900
Beechcraft King Air 200 | Cessna Caravan

- Initial Type Ratings
- IF Revalidations (PPL, CPL & ATPL)
- Foreign License Validations /
Conversions
- ATPL Preparation & Test
- Glass Cockpit Training
- Pilot Proficiency Checks
- Multi-Crew Coordination Training
- TCAS 7.1 Training
(Traffic Collision Avoidance)
- GPWS (Ground Proximity Warning
System)
- PBN & RNAV / GNSS



The B1900 initial rating's skills
test now done on the aircraft

Get a chance of a F/O interview if
you meet all the criteria



SUBSCRIBE TO OUR CHANNEL
<https://youtu.be/cSgGYhwQ0Ik>



ATO Nr: 1050

www.simuflight.co.za

18 Suni Avenue, Corporate Park South, Midrand

Tel: +27 11 314 0152 | sales@simuflight.co.za



MD Helicopters will deliver a number of Cayuse Warrior Plus helicopters to the Nigerian army

MD HELICOPTERS SCALING UP

US-based MD Helicopters is scaling up production to 50 helicopters a year by 2025 as the company rebuilds after exiting bankruptcy in August 2022

The plans are part of efforts by the OEM's new owners to turn around the company's fortunes after what new CEO Brad Pedersen described as the "rocky heritage" of the manufacturer under different owners since it was spun off from the merger of McDonnell Douglas and Boeing in the 1990s.

In line with this, the company will increase staffing capacity by 120 to cope with additional sales orders that include 12 Cayuse Warrior Plus scout/attack helicopters ordered by the Nigerian Army for domestic use in counter-insurgency and counter-terrorism operations.

The aircraft will be operated on area security, tactical reconnaissance, convoy escort and drug interdiction missions. The Nigerian contract includes a complete ILS package, spares, pilot and maintainer training and a flight training device.

'MD Helicopters has streamlined our production processes to directly address the current and planned increase of aircraft orders,' MDH president and CEO Brad Pedersen.

As well as growing production levels, the company also is planning to make a series of product improvements to the MD530F platform by 2025.

"We will get to a [MD530F] helicopter that provides more utility to the customer whether it's more lift, more fuel efficiency," Pedersen said.

Production in 2022 was just four aircraft, in part due to uncertainty around the bankruptcy. But this is set to increase to 19 in 2023 and more than 24 in 2024.

Pedersen said the company hopes to secure a balanced portfolio of sales to support the ramp up, with 50% commercial and 50% defence, the latter from direct commercial sales and the US government's foreign military sales system.

MD Helicopters chairman Ed Dolanski said the new owners - a consortium of MBIA Insurance, Bardin Hill Investment Partners LP and MB Global Partners - were committed to supporting the company as it enjoyed what he called an "upward trajectory". He said that they saw no reason to "get off the train."

The consortium bought the company in a bankruptcy auction after the fund associated with Lynn Tilton's Patriarch Partners business that owned the company went bankrupt.

MD Helicopters remained solvent and is profitable, officials insist.

"This is a brand that goes back to the Howard Hughes days," Dolanski said. "It's about returning it to pre-eminence where it was for quite some time."

The company is working to restore the service and support mechanisms for the installed base of 1,700 aircraft around the world as well as the parts supply for those aircraft. The company is investing what Dolanski described as an "eight figure sum" to rebuild the spares resource that will go on to support customers.

"I think the biggest problems at MD [previously] were all self-generated by the [former] management," Pedersen said. "We were trying to take a humble approach to this, trying to listen. We're going to move forward and fix what's broken."

Recently the company ended a long-running dispute with Aerometals over copyright and has built closer relations with Boeing to co-operate on the AH-6 Little Bird platform, which shares a similar airframe to the MD530F.

But the outlook looks bleak for the restart in production of the twin-engine MD902 or further investment in the company's No Tail

Rotor (NOTAR) anti-torque system technology.

Pedersen said the company is trying to support the MD902 "where it can," but the production line for the aircraft has been dormant for 10 years, as has the supply chain for components.

"The MD902 is a difficult discussion, and we don't have a path forward right now," Pedersen said.

In 2016, MD Helicopters claimed it was making investments in the NOTAR technology, but Pedersen said there is no evidence of these efforts.

"The question is from a business standpoint, where do we spend our time focusing, and what's the biggest bang for the buck?" Pedersen said.

For now, NOTAR, he said, is not a priority.

The MD530F model is currently in operation in Afghanistan, Chile, Jordan, Kenya, Lebanon, Mexico and Saudi Arabia.

Other aircraft in MD Helicopters' product portfolio - including the single-engine MD520N and MD600 as well as the twin-engine MD902 Explorer - are not in production.

KQ AWARENESS CAMPAIGN

Kenya Airways, the national flag carrier for the East African country, recently launched a public awareness and outreach campaign against human trafficking and highlighted its own "Trafficking in Persons" (TIPS) policy.

Both the TIPS and the public awareness campaign were developed in collaboration with the United Nations Office on Drugs & Crime (UNODC). The airline's TIPS policy came into effect in January and the public awareness campaign was directed at both airline staff and the wider public.

"Kenya Airways connects Kenya to the rest of the Africa and the World through its vast network. This network and its connectivity should only be used for good and to advance the development of Africa," affirmed airline chief financial officer Hellen Mwariri Mathuka.

"We, therefore, stand against all forms of human trafficking, fully support the elimination of the exploitation of human beings and modern slavery and will not condone human trafficking in any part of our organisation.

"We have invested in capacity building programmes to give our employees the tools to identify, and report suspected cases of

human trafficking because we recognise that our employees at the airport and on flights are uniquely positioned to look out for this type of crime."

"Following our UNODC training, we were impressed by Kenya Airways' efforts to fight human trafficking," said UNODC deputy regional representative for Eastern Africa Maria Temesvari.

"We are honoured to work with Kenya Airways today to educate the travelling public and Kenya Airways employees. I wish to congratulate Kenya Airways on the launch of their policy on trafficking in persons and acknowledge its role to further enhance the Government of Kenya's capacity in combatting trafficking and increasing the number of detections and investigations of this crime."

The airline's development of a TIPS policy followed a UNODC initiative, back in December 2021.

In that month, the UN agency organised a specialised anti-TIP inter-agency workshop at Jomo Kenyatta International Airport.

That four-day interactive workshop saw experts from two UNODC programmes (the Better Migration Management programme and the Airport Communication Project) work with airports authority, customs, immigration, Kenya Airways, police and prosecution personnel based at the airport.

The outcome was the drawing up of a number of recommendations for the authorities, the airport and the airline, on how they could help counter TIP.

The Kenya Airways TIP policy applies to all its staff, establishments and operations, and includes all operations carried out on behalf of the company and its subsidiaries. Employees who violate the policy will face disciplinary action. Other individuals, and/or organisations, working on behalf of the airline, who violate the policy, will have their relationship with Kenya Airways terminated.

Violation of the policy will also see the criminal prosecution of the responsible people.

The airline is a member of the Sky Team Alliance. Its own network embraces 42 destinations around the world, of which 35 are in Africa. Its flagship aircraft type is the Boeing 787 Dreamliner.



THE U-SPACE FRAMEWORK

By Richard Hakes, Oliver Beiersdorf, and Julia Norsetter



January 26, 2023, marked an important milestone in making advanced air mobility (AAM) a reality in the European Union.

Specifically, the EU's U-Space regulation came into effect, which is a significant step for permitting complex drone and eVTOL operations. The onus is now on EU Member States, among others, to begin identifying airspace where the U-Space framework can be deployed.

The EU's U-Space framework contains essential roles for EASA, the Competent Authority of a Member State (CA), Air Navigation Service Suppliers (ANSP), U-Space service providers (USSP).

Briefly, the roles of these U-Space participants are as follows:

USSP

The U-Space service provider is a significant new entity in the airspace management of UAS and AAM. Generally, USSPs will rely on high degrees of automation and digital information to support safe operations for multiple UAS at once. Detailed requirements for USSPs are still under deliberation. A known essential function for USSPs will be the need to coordinate U-space services with existing air traffic management, described below under "Air Navigation Service Provider."

EASA

Under the U-Space concept, EASA's responsibilities include providing certification requirements and means of compliance for the USSPs, as well providing certification for some USSPs. In addition to EASA, Member States will play a significant role in USSP certification.

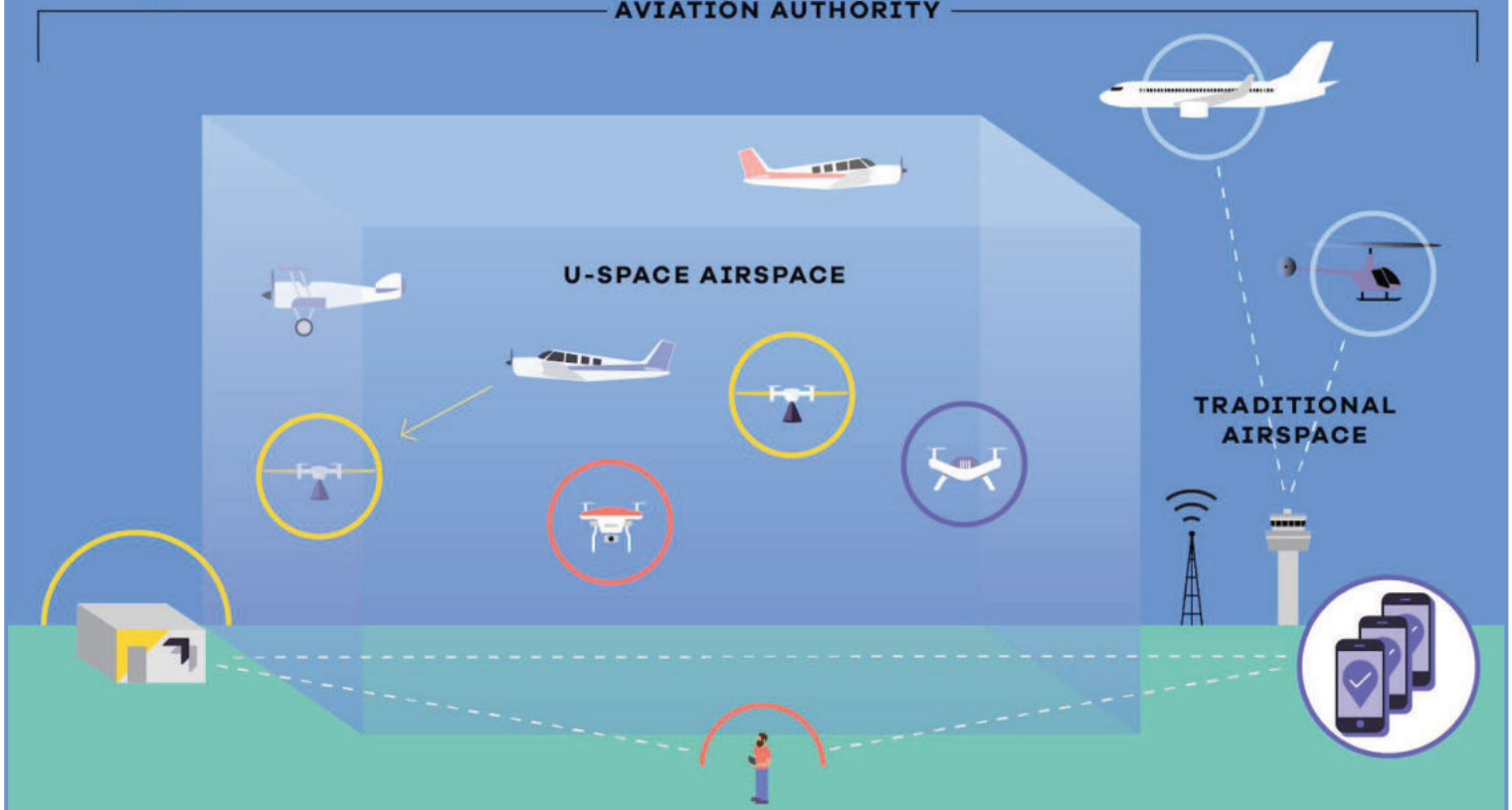
Competent Authority. The Competent Authority of a Member State is often its Civil Aviation Authority, such as the Directorate General for Civil Aviation in France. Under the U-Space concept, the Competent Authority's responsibilities include designating the geographical limits of its U-Space, certifying USSPs based on EASA requirements, and ensuring a central authority for U-Space information coordination ("Common Information Service Provider").

AIR NAVIGATION SERVICE SUPPLIER

An ANSP is an entity, often government or private, which provides air traffic navigation services to existing, traditional



AVIATION AUTHORITY



aviation. In the US, this service is provided by FAA's "Air Traffic Control System." Under the U-Space concept, the ANSP's responsibilities will include coordinating data with the USSPs, as well as dynamic reconfiguration of the airspace to permit multiple operations.

The entry into force of the U-Space regulation marks the beginning of significant work for Member States, EASA and others.

It will be important to move swiftly and safely towards a USSP certification process.

USSP concepts are already well under design by industry providers seeking to be certified in this domain. In fact, a number of potential USSPs attended a January 26 meeting of the European Network of U-space Stakeholders Meeting in Helsinki.

EASA OPERATIONAL RULES FOR EVTOL AND UAS

The U-Space regulation comes on the heels of another important milestone in advanced aviation for EASA. In December 2022, EASA published rulemaking plans for vertical take-off and landing aircraft (VTOL) and Unmanned Aircraft Systems (UAS).

This document will benefit VTOL and UAS operators who need approval of their flight plans. This news is significant for the emerging aviation industry, who will need multiple approvals from regulators like EASA in order to fly.

EASA has already made significant headway with the release of operational rules for low- and medium-risk UAS operations. Low- and medium-risk operations include those that generally do not fly over large groups of people, and have limitations relating to the weight and altitude of the UAS.

By contrast, the publication released in December 2022 relates to high-risk operations of both UAS and VTOL aircraft. This is significant because high-risk operations include the carriage of passengers and large cargo. Eventually, high-risk operations may also involve flight without a pilot on board.

Given the complexity of high-risk operations, it is no surprise that EASA plans to release information sequentially, as flights are tested for safety and eventually approved.

For example, guidance relating to the carriage of goods will come far sooner than guidance for the carriage of passengers.

EASA plans to approach the high-risk category by proposing amendments to existing rules. Specifically, this information will be published in three tranches, as set forth generally below:

Tranche 1: Manned VTOL aircraft carrying passengers or cargo in urban and non-urban environments; and certain high-risk UAS operations.

Tranche 2: Manned VTOL operations carrying passengers or cargo, (that were unaddressed by the first opinion); and UAS operations taking/off landing at aerodromes.

Tranche 3: UAS operations taking off in urban environments and unmanned VTOL operations carrying passengers or cargo.

EASA set forth high level information about the contents of its proposed amendments, which may include:

- Operational requirements for takeoff and landing at vertiports
- A new pilot's license for VTOL operations
- Rules relating to the integration of high-risk operations into existing airspace

The upcoming opinions will also be accompanied by guidance material and a description of how to comply with the new requirements ("acceptable means of compliance").

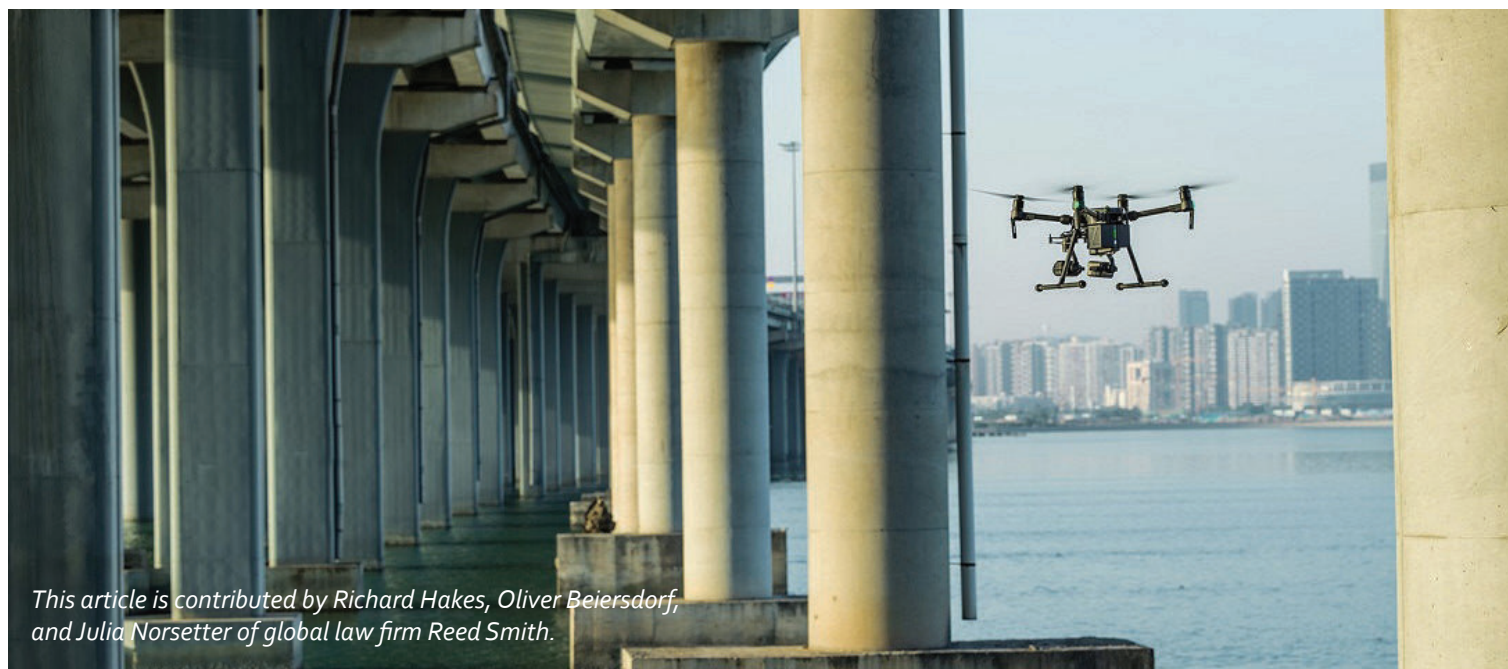
In its recent release, EASA notes the complexity of the regulatory architecture needed to permit VTOL and high-risk UAS operations. EASA's planned consultative process for the tasks above is iterative and may result in additional proposals to introduce or amend existing rules.

With new regulations now entering into force, the EU has further demonstrated itself as a global leader in advanced aviation.

There will certainly be a flurry of action as many sectors of industry work to understand and utilize the new rules. This will likely be an industry disruptor, considering the U-Space framework provides opportunities for many industries, including operators, service suppliers, and all potential beneficiaries of advanced air mobility.

EASA's new U-Space framework and VTOL/UAS regulations will apply to EU member states. Manufacturers and operators seeking to fly in the US will be regulated by the US Federal Aviation Administration (FAA).

Current FAA regulations allow for UAS operations and package delivery in specific circumstances under FAA approval.



This article is contributed by Richard Hakes, Oliver Beiersdorf, and Julia Norsetter of global law firm Reed Smith.



UGANDA AIRLINES - FIFTH JOHANNESBURG FLIGHT

Uganda Airlines re-instated a fifth weekly flight to Johannesburg, OR Tambo International.

Uganda Airlines recently re-instated a fifth weekly flight between Entebbe and Johannesburg in response to the increasing demand on this route.

The number of passengers flying between Entebbe and Johannesburg has increased by over 1000% compared to Q1 2022.

The airline will operate the Bombardier CRJ900 every Monday, Tuesday, Wednesday, and Saturday, while the Airbus A330 will fly every Friday.

Ties between Uganda and South Africa are very close. Consider Uganda is South Africa's 15th-largest trading partner in Africa, with aviation playing a significant role.

Between 2017 and 2021, trade revenue reached over (US) \$160 million, which the two countries agreed was below potential. Pre-pandemic, South Africa's exports to Uganda increased from (US) \$120 million in 2017 to (US) \$160 million in 2018.

Earlier this year Ugandan President Yoweri Museveni met President Cyril Ramaphosa. The purpose of the meeting was to strengthen bilateral trade between the two regions via Entebbe and Johannesburg.

The Ugandan Museveni delegation participated in the Uganda-South Africa Trade Investment and Tourism summit that provides a platform for the business community and government agencies to identify existing and potential business and investment opportunities.

Opportunities in agriculture, tourism, oil and gas, transport, and logistics were explored.

Travel requirements for passengers traveling through Entebbe Airport are the same as before the pandemic.

Both Entebbe and Johannesburg airports are Uganda and South Africa's biggest airports and among Africa's busiest.

Entebbe International Airport (EBB) is the only international airport in the country. There are several projects taking place there that will see the terminal building capacity increased to handle the projected three and a half million passengers in 2024.

According to the Uganda Civil Aviation Authority, the airport has seen increased passenger traffic with the ongoing expansions. At least 149,375 passengers travelled through Entebbe in January 2023, compared to a total of 110,547 pax in January last year.

72,934 passengers were flying into Uganda while 76,441 were departing, resulting in a daily average of 4,818 passengers in transit.

On the other hand, OR Tambo International Airport (JNB) is Africa's biggest and the second busiest on the continent. For the fiscal year 2022/23, the airport handled over 11.6 million passengers.

About 4.5 million passengers were on international flights, while 6.6 million travelled domestically.

The number of passengers traveling through Johannesburg has increased by two million compared to FY21/22, which saw about 9.6 million travellers.

That year, 6.7 million passengers travelled domestically, while only 2.5 million flew internationally. These figures are drastically increased from the four million handled in FY20/21 when world air travel was at its lowest.



6-8 JULY 2023

Wonderboom National Airport, City of Tshwane, Pretoria

www.aerosouthafrica.com

TAKE FLIGHT TO AERO SOUTH AFRICA

MAKE SURE AERO SOUTH AFRICA 2023
IS PART OF YOUR FLY-IN SCHEDULE FOR 2023

FLY-IN TO AERO SOUTH AFRICA IN 2023!

Pre-register your fly-in once registrations open and receive
FREE landing, approach and ground handling fees.

In co-operation with



Host City



Venue



Organised by



A RARE TWIN TURBOPROP

This ATR72-600 was a welcome visitor to Malta in early March.

Registered PK-GAH, the rare twin turboprop from Indonesia created quite a stir within the local aviation community – so far from home. Usually, an ATR-72 is used on a short-haul route so everyone was interested to learn more.

It turned out this ATR was being returned to the lessor on a multi-stop flight from Indonesia to be stored at Toulouse Franczal airport awaiting its next operator.

Having a small turboprop with a very limited range registered in Indonesia was an extremely RARE catch in the Mediterranean.

It taxied out of Apron 9 for a full-length departure. Due to ongoing union directives at Malta Air Traffic Services, only full-length departures are being allowed which increased the time it took to taxi.

The aircraft carried Garuda Explore titles which is a sub-brand launched about nine years ago to connect more remote areas within Indonesia where airports are unable to handle larger aircraft with the rest of the globe. Photo credit - Mario Caruana / MAViO News



FOUR DESTINATIONS IN SAUDI ARABIA

Dubai-based airline - Flydubai – recently launched four new destinations in Saudi Arabia.

Flights to Abha will begin on 23rd June with a daily service, from terminal 2, Dubai International Airport. This includes the start of flights to Neom – where travellers can connect directly from the smart city in Tabuk province - in March 16, Najran in 18 March, Al Qaisumah in March 21 and Jizan from April 26.

Earlier this year, the airline also resumed its operations to AIUla with a twice-weekly service from January 12.

Two new destinations have been added to its network and two routes have resumed operations.



PHOTO CREDIT: Fly Dubai

AIR PEACE CONSIDERS BOEING 787

Nigerian carrier Air Peace could place an order for Boeing 787s shortly. During an interview, last month, the carrier's CEO reportedly provided details on plans regarding its fleet.

The announcement comes after Boeing experienced a loss in its shares due to another issue related to the 787.

The new problem forced the manufacturer to halt deliveries of the aircraft last month.

Air Peace Chief Executive Officer Allen Onyema spoke about the airline and its prospect of the 787 during a SkyConnect Leadership Dialogue webcast hosted by the African Airlines Association. According to ch-aviation, Onyema said, "We have our B777s, and we are also discussing with Boeing for the Dreamliner, which I feel will come very soon."

While the CEO did not provide any further details about the 787, Air Peace is reportedly awaiting the delivery of other Boeing and Embraer aircraft as the carrier and other Nigerian airlines plan to introduce up to 40 new aircraft over the next 36 months.

THE AIRLINE'S CURRENT FLEET

The carrier has a firm order of fifteen Boeing 737 MAX, which includes seven 737 MAX 8 aircraft and eight 737 MAX 10s that are all paid for, according to ch-aviation.

There are also outstanding orders for eight Embraer E195-E2s out of a total order of thirteen. Five aircraft of the type have reportedly been delivered, according to the latest Embraer order book.

The remainder of Air Peace's fleet consists of 32 aircraft, according to data from ch-aviation:

- 3 Boeing 777 aircraft, one 777-200ER and two larger 777-300s
- 8 Airbus A320-200s that are wet-leased from SmartLynx Airlines
- 12 Boeing 737 classic models, including the 737-300, -400(SF) that is wet-leased from Airwork Flight Operations and 737-500
- 8 Embraer ERJ-145 regional aircraft
- 1 Dornier 328-300 aircraft

Regarding the 787, it is likely that any future aircraft deliveries could be delayed due to the recent production flaw that surfaced. Boeing temporarily paused delivering its Dreamliners over documentation issues related to a fuselage component causing shares to fall nearly 5% at the end of February.

Calling it an "analysis error related to the 787 forward pressure bulkhead," the manufacturer assured that the issue does not pose any immediate safety concerns for the aircraft currently in service worldwide and has been in contact with its customers about the error.

The Federal Aviation Administration (FAA) must approve the required analysis and documentation before any aircraft deliveries can resume. Because of this, orders could be delayed. Boeing confirmed that any deliveries planned for the near term would be impacted, but it does not anticipate a change to its production and delivery outlook for the year.

The plane maker had previously halted deliveries of the 787s for more than a year due to production flaws.

In May 2021, the FAA stopped deliveries citing concerns over Boeing's inspection methods. Then, in February 2022, the administration revoked the manufacturer's privileges of self-certifying the completion of each 787 aircraft.

The move resulted in airlines waiting for over a year as they expected new deliveries of the plane. During that time, Boeing did not deliver a single 787, which negatively affected the plans of several carriers, just as travel reopened. Hopefully, Boeing can resolve its issues sooner this time.



The Nigerian carrier may be up for a Boeing 787.



NBAA ADDRESSES CONGRESS

In testimony before a recent congressional hearing on funding reauthorization for the Federal Aviation Administration (FAA), National Business Aviation Association (NBAA) President and CEO Ed Bolen outlined business aviation's legacy of safety leadership.

Bolen also provided detailed ways to ensure safety remains the north star guiding the industry's future.

"Since the dawn of flight, safety has been integral to everything we do, on the ground and in the air," Bolen told the US House Transportation and Infrastructure Committee.

"Because of this continued, comprehensive focus on innovative approaches to safety, aviation is the safest mode of transportation, and the US stands as the global leader in aviation safety.

"Safety is not a destination", Bolen said, "it is a journey and a practice that requires vigilance and a supportive culture to thrive". Bolen said there are multiple areas in which business aviation has led the way on aviation safety, including the development of pioneering technologies such as GPS and airborne collision avoidance systems, as well as in collaboration with the FAA on its Aviation Safety Information Analysis and Sharing (ASIAS) initiative and in the development of the International Standard for Business Aviation Operations, or IS-BAO.

These, and a multitude of other efforts have formed the basis for a comprehensive approach to safety that spans several decades, Bolen said, with proven results.

"That said, the aviation landscape is continually evolving, and the industry's approach to safety must evolve with it," he said.

Bolen said there are a number of emerging concerns on the horizon for which safety must remain paramount, including the need to protect the flight privacy of passengers and crew, develop new policies that are better aligned with advances in airframe construction and technologies and build a next-generation aviation workforce.

Safety must also be front-and-centre with the integration of upcoming advanced air mobility (AAM) and electric vertical take-off and landing (eVTOL) aircraft into the National Airspace System (NAS).

"We have the potential to continue to lead the next phase in the evolution in aviation with AAM, but competition with other nations to be first is fierce and rapidly advancing," Bolen said.

Bolen said there should be three guiding principles for the upcoming FAA reauthorization debate to aid in defining this continually dynamic and evolving aviation landscape.

These include strengthening and enhancing critical FAA systems; implementing strategic solutions to bolster the workforce and attract and retain the next generation of skilled aviation professionals across the industry; and mitigating of safety and security threats that emerged following the deployment of automatic dependent surveillance-broadcast, or ADS-B.

"Our industry looks forward to continued engagement as we develop policy solutions that strengthen our unrivaled National Airspace System, sustain vigilance across the industry on safety, and maintain the role of the United States as the world leader in aerospace," Bolen said.

"We look forward to a robust discussion about aviation safety." Current funding authorization for the FAA expires on Sept. 30.



Consulting

Our areas of expertise:

**Airline Restructuring | Technical & Operations | Training | Safety
Finance | Commercial | Aviation Policy | Master Plans**



- Cost effective consulting services;
- Tailored solutions from experts who understand the African context;
- High quality deliverables;
- Contribution to improve air transport sustainability in Africa.

Contacts us

African Airlines Association (AFRAA) P O Box 20116 Nairobi 00200 - Kenya

Email: consulting@afraa.org **Tel:** +254 20 23 20 144 / 23 20 148

Office Mobile: +254 722 209708, **Website:** www.afraa.org

100 YEARS OF INNOVATION



An undated file photo of Igor Sikorsky (1889-1972), piloting a VS-300 helicopter. Sikorsky was a Russian-born aviation pioneer and founder of Stratford-based Sikorsky Aircraft.

One hundred years ago, immigrant and aviation pioneer Igor Sikorsky founded Sikorsky Aero Engineering Company on a chicken farm near Roosevelt Field, on Long Island New York.

With a small team of engineers, many of whom were also immigrants who fled the Russian Revolution, Igor established his new company and started work on the development of a new fixed-wing aircraft, the S-29A.

Although the S-29A was never mass-produced, it created publicity that encouraged investors, later enabling the company to produce the S-38 amphibian and several other fixed-wing "flying boats."

Igor had attempted to design helicopters as early as 1908, but engine technology hadn't developed enough to enable rotorcraft to take flight.

He shelved the experiment, but took the opportunity to revisit his helicopter idea in the 1930s as engine technologies matured. In 1929, Igor moved his company to Stratford, Connecticut.

The company grew and increased aircraft production.

"By 1934, 1935, I was acutely aware of the fact that Dad would come home from the factory, at that time busily building the great Pan American clipper ships, the flying boats for the North Atlantic and the Pacific," said Sergei Sikorsky, Igor's eldest son.

"But at night, he would come home and spend two or three hours in a private little office that he had.

"It was there that the first sketches for what would become the VS-300 appeared. And I would sneak in there once in a while and watch Dad either calculating or sketching the very first helicopter."

On March 19, 1935, Igor was granted patent no. 1,994,488 for his "Direct Lift Aircraft" design.

He brought the design, his dream, to reality on September 14, 1939, when he piloted the first practical helicopter, the VS-300, as it left the ground for about 10 seconds.

"I remember about the second or the third day after the VS-300 had lifted inches off the ground, Dad taking Mom and my brother, Nikolai, and I, and we stood patiently out in the field and watched, once again, a lift-off, probably lift-off number three or four of the VS-300, with Dad at the controls," Sergei said.

On May 14, 1940, Igor received Helicopter Pilot's License No. 1 from the State of Connecticut.

By 1942, Igor matured the technology enough to deliver the first of thousands of military helicopters, the XR-4, to the US Army Air Forces.

Sikorsky's company prospered in the decades that followed, with thousands of employees designing and manufacturing helicopters that enabled aircrews all over the world to perform challenging missions and save lives.

"Igor Sikorsky demonstrated a passion for innovation and the grit to see his vision through to fruition," said Paul Lemmo, Sikorsky's President.

"For 100 years, our employees have carried on the culture of innovation he started as we help customers around the world perform difficult and sometimes dangerous missions."

This started not only a new aviation industry but a legacy of pioneering flight solutions designed to bring people home everywhere, every time.

It all started with Igor Sikorsky's dream.

"It would be right to say that the helicopter's role in saving lives represents one of the most glorious pages in the history of human flight." Igor Sikorsky.



Igor started his company with a fixed-wing aircraft the S-29A



Ghana's police have taken delivery of three new helicopters, Two of the military type H-125 shown here in flight by the Phoenix police department in the US

GHANA'S POLICE SERVICE RECEIVE EQUIPMENT

Ghana Police Service has taken delivery of a vast quantity of new equipment, including Marauder armoured personnel carriers and helicopters.

President Nana Addo Dankwa Akufo-Addo handed over 600 motorcycles, 100 Toyota Hilux vehicles, and six Marauders earlier this year and commissioned upgrades to the National Police Headquarters. The Marauders were painted in the colours of the police's counter terrorism unit.

These were on display at the 66th Independence Anniversary Parade last month during which time the police also flew three newly acquired helicopters; one Airbus H125M and two Aerospatiale Gazelles.

Akufo-Addo first revealed that the new helicopters would be acquired in 2018. Two years ago he said new hangars had been built at the National Police Training School while six pilots had completed training in South Africa.

Paramount, which manufactures the Marauder, said it is a "proud partner of the Ghana government and police. Congratulations on strengthening police and building security."

The company has supplied equipment to Ghana in the past, providing 20 Maverick internal security vehicles to the country

between 2013 and 2015, according to the Stockholm International Peace Research Institute (SIPRI).

Ghana also received a dozen Hunter Light Strike Vehicles from South Africa's OTT Technologies around this time.

Both the Hunters and Mavericks were displayed during the 66th-anniversary celebrations in the city of Ho in the Volta Region of the country, along with water cannon-equipped riot control vehicles and other police hardware including mobile hospitals.

Ghana's armed forces displayed a variety of weapons and equipment during the parade, including Otokar Cobra armoured vehicles (some in surveillance configuration with mast-mounted sensors), Type-81 122 mm multiple rocket launchers, D-30 122 mm howitzers, 105 mm howitzers, 107 mm rocket launchers, Husky TSV armoured vehicles, and rigid hull inflatable boats (RHIBs).

Ghana has been expanding its military and police in recent years, with a major tranche of equipment being taken into service last month.

In February Akufo-Addo presented 175 military vehicles for internal security as well as peacekeeping use for the Ghana Armed Forces. The vehicles included 70 Kamaz trucks, 20 BTR-70 armoured personnel carriers, 20 Navistar Defence Husky tactical support vehicles (TSVs), and 65 Toyota utility vehicles.



DEMAND GROWS

The growing demand for Airbus Helicopters' H160 model continues in 2023. North American customers have already placed orders for more than 12 H160 helicopters.

The model is also gaining interest in private and business aviation, according to the announcement by Airbus Helicopters. The company also shared that plans have been made to add the first H160 full flight simulator in North America.

The simulator, which will be located in Texas, will serve as a training tool for pilots as soon as 2025. This is the result of efforts by Helisim - a joint venture between Airbus Helicopters and Thales - which installed the first H160 full-flight simulator in France in 2020.

This week, Airbus Helicopters also delivered the first ACH160 to The Helicopter Company (THC) of the Kingdom of Saudi Arabia. THC has placed orders for six of the aircraft.

Additionally, Airbus Helicopters has partnered with Genesys Aerosystems to develop an IFR (Instrument Flight Rules) capability for the H125. The capability, which is expected to be available in the second half of 2024, will include an upgraded cockpit, redundant hydraulic and electrical systems, and a new autopilot, according to the announcement.

Bruno Even, CEO of Airbus Helicopters, remarked during a press conference this week that flight hours recorded in 2022 were slightly higher than 2019. He sees positive momentum in the helicopter market for both the civil and military sectors.

According to Even, the uncertainty of the environment - including the situation in Ukraine, inflation, and supply chain issues

The Helicopter Company (THC) of the Kingdom of Saudi Arabia has taken delivery of its first Airbus ACH160 helicopter. The aircraft is the first of six to be supplied by Airbus Corporate Helicopters in ACH160 Line configuration and will enter into corporate aviation services with Red Sea Global which becomes Middle East launch customer of the ACH160. (Video: Airbus)

- illustrates how important it is not only to manage growth and implement action to be able to grow but also to be resilient and robust in this context.

Airbus Helicopters expects the civil market to continue growing by 20 to 25% over the next five years. The company claimed 54% of the market share in the civil market last year.

Meanwhile, the military market has seen strong performance in North America and Western Europe, which are both achieving pre-pandemic levels.

"2023 will be a critical year to meet the very strong market demand for the H160 helicopter," Even said. "The H175 illustrates the positive momentum we see in the oil and gas market."

Bruno Even listed the four strategic priorities for Airbus Helicopters as they look to the future: customer loyalty, innovation, sustainability, and defense/security.

Romain Trapp, CEO of Airbus Helicopters Inc., also spoke at the press conference taking place during the HAI Heli-Expo 2023 event this week.

"We saw our customers flying much more in 2022 compared to 2019," he said, adding that flying hours had increased by 10%. "Historically, we book two thirds of our helicopters on the single engine side and one third on the twin," said Trapp.

"Last year, it was almost 50/50. We saw a clear shift in the market. We reached \$1.1B in revenue, with growth of 10% compared to 2021."

He said that a third of their 87 bookings in 2022 came from new customers.



The Commercial Aviation Association of Southern Africa NPC (CAASA) is a non-profit organization formed in 1944 to promote and protect the commercial interest of the general aviation industry in South African aviation.

Our member companies include airport operators, non-scheduled operators, business aircraft operators, flying training organisations, aircraft maintenance companies and companies offering a whole range of supporting and retail services.

If you are a company trading or operating in general aviation, then you should be a member of CAASA.



Pic: Pilatus Aircraft Corp.



www.caasa.co.za

Your Aviation Portal
 CAASA office: +27 (0)63 717 3460
 Gate 9, Lanseria International Airport
 Sam@caasa.co.za



CHINA RESUMES TESTING OF ITS BIPLANE CARGO DRONE



The Aviation Industry Corporation of China (AVIC) performed another series of tests on the Y-5U, an unmanned version of the domestically-manufactured copy of Antonov An-5 biplane.

The aircraft performed a series of flights in China's inner Mongolia region, landing and taking off at regional airports.

AVIC noted that the flights went smoothly, as reported by a defence news journalist.

The aircraft took off autonomously, flew an 85-kilometre (53-mile) route and landed, before taking off and flying back the following day.

The Y-5U is an unmanned version of the Y-5B, an upgraded variant of the Nanchang Y-5, also known as the Yunshuji.

The aircraft was developed in the 1950s as a domestically manufactured version of the Antonov An-2 utility biplane and is still widely used as an agricultural and utility airplane across China.

The Y-5U conducted its maiden flight in 2021, autonomously taking off and landing at Zhuhai Aviation Industry Park.

Reports about the aircraft tests appear to be scarce in the Chinese media, suggesting that the latest tests could have been the first since the Y-5U's maiden flight.

According to AVIC, the Y-5U can carry 5,250 kilogrammes (11,574 pounds), which is almost twice the payload capacity of a regular unmodified An-2 biplane. AVIC also claimed the Y-5B's internal cargo hold is significantly larger than that of the manned variant of the plane because of free space in the cockpit.

The Y-5U is one of several unmanned cargo aircraft being tested by AVIC. In June 2022 the company flew the TP500, a purpose-built cargo drone, for the first time.



This Airbus A330 aircraft was photographed on the Aviation Cosmetics Malta (ACM) ramp at Safi Aviation Park being prepared to receive some attention. The aircraft flew into Malta International early last month with the registration IBE0034.

Photo credit - Mario Caruana / MAviO News



EXCLUSIVE STRATEGIC PROPELLER CONTRACT

Through the United States Air Force, Pacific Propeller International (PPI) has been awarded a contract to repair and overhaul services to foreign military sales militaries operating the Lockheed C-130 Hercules 54H60 propeller systems.

Available immediately, FMS customers may contact their country manager to receive firm fixed pricing for propeller system MRO services.

For more than a decade, PPI has maintained an exclusive agreement through the US Government for US Military propeller repair and overhauls for both the Lockheed C-130 Hercules and P3 Orion.

This arrangement is the result of PPI's nearly 50-year experience of engineering expertise and technology-based processes in the safe and high-use operation of these large blade propeller aircraft. PPI is the industry leader for large propeller system MRO service worldwide.

This new FMS capability will strengthen PPI's service levels. Foreign customers will be offered firm fixed pricing along with the fastest turn times anywhere. PPI will bolster its surplus blade availability insuring C-130 operators a high level of fleet readiness.

Buddy Tobin, Pacific Propeller International vice president sales, said this new FMS strategic contract

is not only a business opportunity but a move toward improved propeller safety in global fleets, ensuring increased operational deployment readiness.

"The C-130 Herc is, without doubt, one of the hardest working airframes anywhere in the world in both civilian and military roles. And with such a workhorse comes a tremendous need for quality propeller MRO services. As the only 54H60 OEM licensed maintenance-repair-overhaul provider, no other company in the world knows the 54H60 propeller system better than PPI.

"We've earned a reputation as the standard bearer for knowledge and technology-based maintenance processes surrounding the 54H60 propeller system. And today, we're thankful and look forward to offering our services to FMS customers. PPI is committed to life extension and sustainment of the 54H60."

Tobin said the main benefits to foreign militaries in need of an MRO partner for propeller reliability include the utilization of approved processes which provide a higher level of safety margin.

"These new processes utilize advanced patent technology, engineering and machining capability. These capability improvements meet recently required stringent USAF Technical Order requirements. A lower overall risk to operators and reduced risk means safer operation and increased fleet readiness. A really big benefit to our non-US military customers is they can take advantage of our firm fixed pricing.



airmail



VANISHED: FLIGHT MH 370

The Editor

Nine years ago Air Malaysia flight MH 370 vanished from radar screens never to be seen again..33 pieces of the aircraft were found scattered across the beaches of the Indian ocean,by 16 different people in six countries.130 books were written on the possible causes of the crash.hundreds of documentaries and over 50 massive reports have failed to locate the remains of MH 370.With new data and cutting edge undersea technology,the resting place of MH 370 will be found.Diligent research into every aspect of this ill-fated flight will uncover the truth that has eluded us for 9 years.

The Greatest aviation mystery continues to baffle the world,Air Malaysia flight MH 370 vanished nine years ago,without any trace.Numerous interim reportst by The Malaysia Ministry Of Transportation and other global institutions offer no explanation on the fate of this tragic flight.

It is a known fact that many Boeing 777 aircraft suffered from potential weakness in the fuselage section,which was identified by the Federal Aviation Administration [FAA] four months before the disappearance of MH 370,which also was a Boeing 777.The directive warned of a potential weak spot,which could lead to the 'loss of structural integrity of the aircraft'.This could lead to a situation where the fuselage was compromised leading to rapid decompression.An inspection on a particular 777 revealed a 16inch crack under the crown skin of the fuselage,the plane was 14 years old with approximately 14,000 total flight cycles.On 42 other 777's that were between 6 and 16 years old local corrosion was found ..A FAA directive issued during November 2013 called for checks into the worldwide 777 Boeing fleet.

In 2005,a 777 operated by Malaysia Airlines suffered problems with its autopilot systems on a flight between Perth and Kuala Lumpur.This led the FAA,to issue an airworthiness directive to correct a computer fault that had been found on 500 Boeing 777's It

is possible that a slow decompression from a small hole,could have gradually impaired and confused the pilots before cabin pressure warnings were sounded.This scenario also explains why another pilot some distance ahead heard mumbling and static sound from the MH 370 pilots when he tried to contact them.This probably indicates an oxygen problem.Massive electronic failure,sinister human intervention,are additional factors that that led to the disappearance of this flight.

Time is a crucial factor in this tragedy.Between 1.07 and 1.37 ,hell broke loose on this flight.The interim reports discard possible battery fire. Lithium –ion batteries have caused 140 mid-air incidents in the last 20 years.One cargo plane crashed in 2010 after attempting an emergency landing.The safety report said the battery caught fire and filled the flight deck with smoke.Could a slow moving fire from a tyre on the front landing gear ignited on takeoff?A self-extinguishing fire probably overcame the crew and passengers of Mh370,which allowed the plane to fly on auto pilot for 5 hours.A self-sustaining fire would have broken up the aircraft. Earlier model 777's were plagued with electrical problems,one 777 was completely gutted while on the ground,at Cairo International Airport.

The truth will emerge when MH370 is found,let there be no doubt,this plane will be found..There are over 1000 Boeing 777's flying the global route.We found The Titanic,we found Air France Flight 447,,we will find MH370 within the next 9 months of 2023.

The technology that is now available will locate the remains of the shattered plane.With luck we could locate the flight data recorder and the cockpit voice recorder.

Yours sincerely,

Farouk Araie.
Johannesburg.

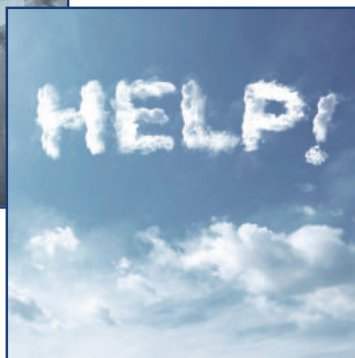


**Mayday-SA offers safe, confidential support
to licence holders within all sectors
of the aviation community.**

**Stressed?
Fit to fly?**



***... and there's
no checklist***



**24 HOUR EMERGENCY HELPLINE:
+27-12-333-6000 ask for "MAYDAY"**

support@mayday-sa.org.za

www.mayday-sa.org.za



TAILOR MADE
AVIATION NEWS

WORLD
ARNEWS

Africa's oldest circulating magazine
www.airnews.co.za