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# MARVELLOUS MALTA

Our November checklist photo goes again to Mario Caruana from MAviO News with his brilliant sunset portrait shot of this Airbus A330-243 against the skyline of the Loreto Chapel on the left. The aircraft (INSET) was seen landing in Malta having flown directly from Toronto Pearson Airport in Canada. Registered as C-GTSR, this 15-year-old example flew into LMML for attention by Aviation Cosmetics. The aircraft still wears the old Air Transat livery and was originally delivered to Mexicana in 2008. The front cover photo was supplied by Helideck.



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# REACH FOR THE SKIES

By Heidi Gibson

**It's a bit of a mixed bag this month. While our main focus is on training and our Flight Schools Directory (which you will find at the end of this mag) free of charge.**

If you are thinking of making aviation your career then this will be an excellent resource to make use of.

It provides a comprehensive list of most of the flight schools across South Africa and beyond.

My advice is that you should make sure you do your research in terms of cost, location and size as well as training. Define your goals first. Are you going to fly the commercial aircraft, smaller ones, is this a hobby or a profession? Your answers will provide some direction.

Also make sure the school is accredited with the relevant Civil Aviation Authority or CAA. In South Africa it's the SACAA while in the US it's the National Association of Flight Schools (NAFS). In the UK it's the CAA and remember that the country is no longer part of the EASA.

And lastly pursuing a career as a pilot is an expensive undertaking. Some flight schools provide loan arrangements and financial assistance that can help offset the cost. Make sure you ask about this and get this part sorted out.

Ultimately whatever your investment in your training, it will pay off in the long run. Once you land your dream job flying for an international airline you will quickly be able to settle your debt and enjoy your career in the skies.

And before you write off those older-type aircraft many older piston-engine aircrafts are actually quite capable and can be operated quite safely. Then there are all the electric type training aircraft that are already doing the job.

And then we have a great drone article that attempts to break down the role of these brilliant UAVs and the solutions that they are providing for farmers. This type of technology is called AgTech. It's written by Ken Treloar, the GM of Aerobotics – a proudly African company.

And we also have an interview that I did with the CEO of TAAG Angolan airlines Eduardo Fairen about this southern African airlines ambitious plans. It's a great read although it is already a bit outdated as the speed at which this company is pursuing its goals is – at lightning speed.

Look out for our December edition. I can't believe the year is nearly over.

As always you can reach me on [heidi@airnews.co.za](mailto:heidi@airnews.co.za).



PHOTO CREDIT: PEXELS - Alp Yildizlar

# TAKING TO THE STARS

By Heidi Gibson

**As the aviation world faces a global challenge of an ageing aviation workforce that cannot meet expected demand, Starlite Aviation – a South African based aviation company – is going from strength to strength. As a subsidiary of SAF Aerogroup, World Airnews editor Heidi Gibson spoke with Klara Fouche, accountable manager of Starlite Aviation Training Academy.**

**WAN : Starlite Aviation has training across three disciplines - helicopters, aircraft and drones. Could you tell our readers where these training facilities are situated and when were they started?**

KF: Starlite's Aviation Training Academy was formed in 1999, at Virginia Airport, Durban, South Africa. In 2011 we opened a contract dedicated base in Mossel Bay and have a satellite base at our facilities in Heidelberg. With Starlite becoming part of the SAF Aero Group in 2022 we have added two additional training bases, France and Reunion.

**WAN: A brief overview of your training courses is set out on the website. Are all the courses offered internationally accredited and if so with which body would this be?**

KF: Starlite Aviation Training Academy is a SACAA accredited Approved Training Organisation (ATO – CAA1087) with an approved test centre. SACAA is aligned to ICAO standards. Our simulators are also EASA approved.

**WAN: Starlite Aviation has gained a reputation as a flight school with high standards. To what do you believe you owe this to?**

KF: We are highly experienced and committed to providing, skills development, knowledge, and technology transfer, to enable and develop a self-sustaining solution to our customers, not only in South Africa, but across numerous African countries.

Our experience is that our African continent-based clients seek an African based solution to an African aviation skills development and aspirational challenge, illustrated by over a decade of repeat business.

Safety being our cornerstone priority, Starlite has become one of the globally recognised leaders in providing superior, professional, and customised helicopter, fixed wing and maintenance engineer training. The Academy has trained ab initio, private, commercial and instructor, helicopter, and fixed-wing pilots, totalling over 130 000 hours of flight instruction and averaging more than 7000 flying hours per annum.

**WAN: Let's talk about simulators. I understand that Starlite Aviation purchased the AL250 simulator in 2021 and one of the benefits of this incredible machine is the fact that it is easily able to be reconfigured between single and multi-engine instrument training. What are the other benefits?**



KF: The other benefit of our simulator is that it allows realistic and immersive instrument training; unlike in an aircraft, the instructor can mimic any weather conditions necessary to give the student greater exposure to challenging environmental situations that are presented visually, audibly and with kinesthetic feedback from the seats, floor, and control yoke.

Moreover, the instructor can also force different real-world failures from a multitude of options for student to deal with and learn from in a safe space. What's more is that, when the actual outside weather is poor, we are never limited by such concerns in the simulator and training can continue. The simulator also allows the instructor to pause, jump the aircraft forward or back and up and down, allowing the instructor to highlight certain aspects, re-attempt an exercise or slow the pace down to teach.

Alsim's software allows for visually presenting the flight to the student to help facilitate debriefs and its data package also accurately presents real world locations.

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The AL250 simulator has a number of benefits including, cost efficiency, safety, weather independent, customisation,

**Skills Development:** It helps in honing instrument, navigation, and emergency response skills.

**Scenario Replication:** Simulators can replicate various flight scenarios, enhancing pilot preparedness.

**Time-Efficiency:** Training sessions can be efficiently scheduled and repeated as needed.

**Data Recording:** Performance data can be analysed for continuous improvement.

**Environmental Impact:** Reduces the carbon footprint associated with actual flight training.

Overall, the AL250 simulator enhances training effectiveness and efficiency while offering a flexible platform for pilot instruction.

**WAN: Where is this simulator based and what has been the aviation's response to it? I believe it is the first of its kind on the African continent.**

KF: Our ALSIM 250 simulator is at Virginia Airport, Durban North. No, ours is not the first on the African continent.

But our Elite Helicopter and Fixed Wing FNPT II MCC certified simulators were the first of their kind on the African continent and are based in Mossel Bay.

**WAN: Can you estimate how many students from Africa, including South Africa, have you trained on the AL250 simulator since acquiring it in 2021?**

KF: We have provided to training to well over 100 students since we received our SACAA accreditation for the ALSIM simulator in Durban.

**WAN: As the aviation industry emerges from the Covid-19 pandemic, many experts are predicting there will be a global shortage of trained and experienced pilots. Does the same scenario apply to the African continent?**

KF: The global shortage of trained and experienced pilots is a concern that has been discussed in the aviation industry. While the situation can vary from region to region, the African continent does face similar challenges:

**Growing Aviation Industry:** Africa's aviation industry has been expanding, with increased demand for air travel.

**Economic Growth:** Economic growth in some African countries has led to more people flying, increasing the demand for pilots.

**Training Infrastructure:** Some African countries may have limited training infrastructure to produce an adequate number of pilots.

**Aging Workforce:** Like the global trend, many experienced African pilots are reaching retirement age.

**Pandemic Impact:** The COVID-19 pandemic disrupted training pipelines and affected pilot employment opportunities.

While these factors suggest the potential for a pilot shortage in Africa, it's essential to note that the severity of the shortage can vary by country and region. Some African countries are taking steps to invest in pilot training and aviation infrastructure to address this challenge and ensure a steady supply of pilots in the future. However, it remains an area of concern that requires ongoing attention and investment.

**WAN: One of the factors contributing to the current shortage is the fact that many pilots today are older and due to take retirement soon. Does Starlite have any plans to address this shortage in any way in the near future?**

KF: Yes, we are implementing various strategies within Starlite and collaborating with potential partners to streamline the pilot training pipeline.

**WAN: A challenge to completing a commercial pilots licence is of course the huge costs involved. Does Starlite Aviation offer any kind of bursaries or pay back schemes for deserving students who show potential?**

KF: We do run a Cadet Programme where a deserving candidate is selected and is then exposed to various aspects of an Aviation company while receiving subsidised flight training. We offer on-the-job training for maintenance apprentices to build the required hours before they can do their trade test. We also sponsor five drone pilot training courses annually. Starlite is also an accredited TETA supplier and assists students with bursary applications which they may qualify for once they have completed a Private Pilot Licence.

**WAN: Drone pilots are in huge demand. Would you recommend aspiring pilots to complete this type of training first before venturing into their private or later commercial pilot's licence?**

KF: The demand for drone pilots has been increasing in recent years, and there are several reasons for this trend:

- Drones are being used in various industries, including agriculture, construction, surveying, and filmmaking, creating a need for skilled drone pilots.
- Regulatory bodies are evolving to accommodate the integration of drones into the airspace, opening up more opportunities for drone operations.
- Drones can be a cost-effective alternative for certain tasks that would otherwise require expensive manned aircraft.
- Drones can collect valuable data for businesses, and the analysis of this data is becoming increasingly important.





Having an RPC could offer you an opportunity to earn money to help fund a private or commercial licence but there is no other advantage of doing your Drone training before venturing into helicopter or fixed wing pilot training if this is where your passion lies.

With the drone market expected to increase and larger certified drones on the way, I believe it would open more opportunities for qualified PPL's and CPL's to add a drone licence to their CV.

**WAN: There are some experts who are saying that drone pilots will one day be in more demand than commercial. Would you agree with this?**

KF: While the demand for drone pilots is on the rise, whether they will be in more demand than commercial pilots in the long term depends on various factors, including the evolution of technology, regulations, and the specific needs of different industries. Both fields offer unique career opportunities, and the balance of demand may shift over time. It's essential to consider your interests and career goals when choosing between becoming a drone pilot or a commercial pilot.

**WAN: I understand that part of the current shortage of drone pilots in South Africa is the backlog sitting with the CAA – who are bogged down in an administrative delay. Can you shed any light on this?**

KF: Our initial application to get the RPAS accreditation added to our ATO took almost two years to complete, this was mainly due to the limited amount of SACAA inspectors qualified and allocated for RPAS training.

Since receiving our accreditation in October 2019, our training and SACAA issuing the licence to successful candidates is running smoothly, with RPCs being issued within the normal licencing turnaround times.

**WAN: What qualities make for a good pilot?**

KF: Being a good pilot requires a combination of technical skills, personal qualities, and attributes. Some of the essential qualities that make for a good pilot include:

- **Technical Proficiency:** A deep understanding of aircraft systems, navigation, and flight operations is crucial.
- **Decision-Making Skills:** The ability to make quick, sound decisions, especially in emergency situations.
- **Situational Awareness:** Being aware of your surroundings and understanding the ever-changing conditions during a flight.
- **Communication Skills:** Effective communication with air traffic control, crew, and passengers is essential.
- **Attention to Detail:** Small errors in aviation can have significant consequences, so attention to detail is paramount.
- **Stress Management:** Pilots need to handle stress and pressure, especially during challenging situations.
- **Adaptability:** The ability to adapt to different aircraft, weather conditions, and flight scenarios.
- **Teamwork:** In commercial aviation, working effectively with a crew is vital for safety and success.
- **Leadership:** In command roles, being a confident leader and setting an example for the crew is important.
- **Problem-Solving:** Pilots must be resourceful and creative when facing unexpected issues.
- **Physical and Mental Fitness:** Good health and mental well-being are necessary for safe flight operations.
- **Regulatory Compliance:** Adherence to aviation regulations and safety protocols is non-negotiable.
- **Continuous Learning:** The aviation industry evolves, so a commitment to ongoing training and learning is crucial.



Starlite offers the COMPASS (Computerised Pilot Aptitude Screening System) pilot screening and attitude testing. There are three different tests available, ranging from the basic aptitude testing to the full psychotechnical and psychometric test aimed at assessing a candidate's cognitive ability to become a pilot.

**WAN: And lastly can you share any words of wisdom for aspiring pilots?**

KF: Follow your passion for aviation with dedication and resilience. The journey to becoming a pilot may have challenges, but every obstacle is an opportunity to learn and grow. Embrace the thrill of flight, the pursuit of knowledge, and the responsibility of keeping the skies safe. Always stay curious, remain focused, and never stop reaching for the clouds. Your dream of taking flight is a journey worth every moment and effort.

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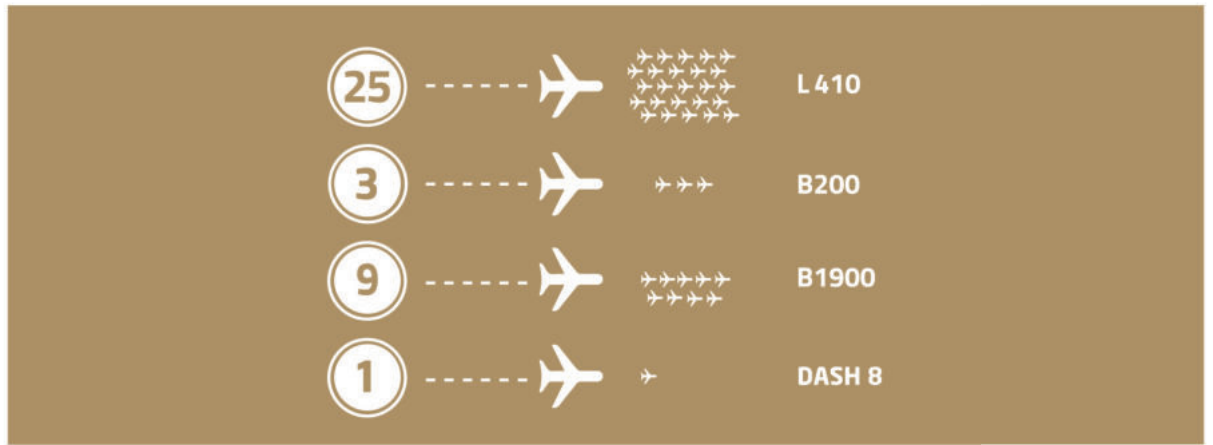
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## TRANSFORMING TAAG ANGOLA

Heidi Gibson editor of *World Airnews* spoke to TAAG Angolan airlines Eduardo Fairen about the future, strategy and re-positioning of this southern African carrier.

**WAN:** First off congratulations on the announcement that you have removed the visa requirements for 96 countries. That will surely help drive tourism. But let's talk fleet first. What about your plans to double your fleet by 2027?

**EF:** Our goal to have 50 aircraft by 2027. Currently we have 21 (with 15 aircraft Airbus A220 in the pipeline with first deliveries starting in April 2024). Today our fleet includes the Boeing 777, (the 777-200s, and 777-300s), as well as DHC- 8-Q400s. The 300s are operating but the 200s are on the ground. They were flying during COVID supporting the cargo business, but from December ahead the Civil Aviation Authority removed the permit for them to fly. We are still in discussions with them to see what we can do with this part of the fleet.\*

**WAN:** And I see there has been a recent addition of a freighter?

**EF:** Yes, we have leased a 737-800 BCF that's was operated by a Chinese company. It has had its C-check and we are looking forward to receiving it.

**WAN:** Are you looking at acquiring or leasing any more cargo type aircraft?

**EF:** We are incorporating this 737 800 BCF as freighter and other passenger versions that we hope to have. We have already committed to leasing the A220-300s that were expected to be delivered in September this year, but as you know, the supply chain/manufacturers are announcing



continuous delays and this topic affect our commercial plans. So if the A220 programme has still going to have more delays, we may have to continue looking for some more aircraft as we need to progress with our business plan.

**WAN:** Does this have anything to do with the Pratt and Whitney engine troubles?

**EF:** I think the issue is with the A220s in general. It is because the manufacturer of the engine is not delivering on certainties. My estimation is – and we want to be wrong – is that there will be more delays. And that is for everyone in the industry as it is the context we face at the moment.

**WAN:** Let's talk about achieving profitability and good financial results. 2022 was a really good year for TAAG.

**What is going to happen this year?**

EF: We are insisting on publishing financials on a yearly basis. For this first part of the new year has been good but for the second half we will have some challenges due to operational costs. And this in an environment where the fuel price is increasing and passengers they are not returning in the same numbers as 2019 - at least in our networks. We expect next year 2024 to have these numbers return. This is also depending on the Forex exchange rate - the strengthening of our currency against the dollar. Overall, some factors are not in our control.

**WAN: What about some people management measures that you had to put in place?**

EF: Yes, when this board initiate functions one of the key aspects to take action was the over staffed headcount. We found a large number of staff – all of about the same age that were all due to go on retirement. We had to take into account an important shift in terms of human capital. We had to find a way to keep some people on who had the knowledge and be able to pass this onto the next generation. We had to train new people and hire more.

**WAN: Now let's start about the re-introduction of the China-Luanda route? It hasn't yet started up again?**

EF: Our intercontinental services are basically Brazil where we are flying five times a week, Madrid/Spain (3 weekly frequencies) Lisbon (Portugal) where we fly twice a day –and Havana/Cuba service, every two weeks. The China route is a very difficult one because we have fears of competition coming from other airlines that operate there. This doesn't mean that we will not operate certain routes to China. We are thinking that it will be something more on the side of contracts with companies or a charter type service. We are also thinking about cargo services to China because we have a very good relationship with Chinese business so we can bring in exports.

**WAN: What about the recovery in the southern African region. Why is the north recovering at a faster rate than us in Southern Africa?**

EF: It is true, the southern region is still not at the levels pre-Covid-19. In this context let's look at profitability. So we may not have the same numbers of passengers but in terms of revenue, yes, we are already above 2019 levels. So what's going on? The price of tickets is higher and there are low-cost operators. Now, my background is low-cost carrier, so we welcome competition. We are looking at setting up TAAG not as a low-cost operator, but as one that can compete with low-cost airlines.

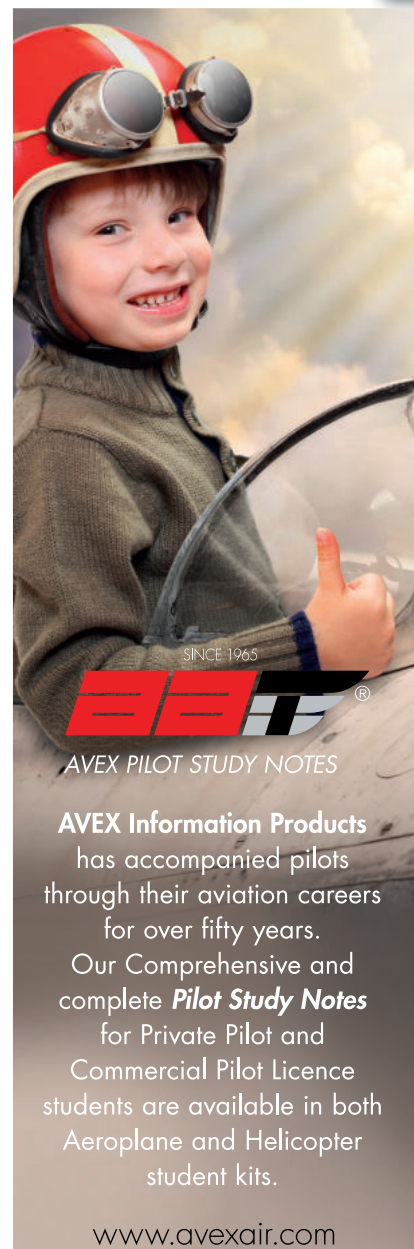
We are planning a very ambitious growth plan. We are looking at being able to be very flexible and adaptable as the market changes very fast. There are questions of supply chain and a whole lot of external factors.

Talking about the new airport we will be a very important operator. And we will keep offering the service that we did in the past year domestically and also international. But the thinking is to change. Instead of being an Angolan carrier for Angolans we want to become an Angolan carrier for Africans. And this means that the shape of the company will have to change.

The Angola Government, as shareholder is looking at privatising the company. To do this we need to become more efficient and more productive. This will make the company attractive. The shareholder (government) has already published the value of assets and notes for investors and I think the value is around (US) \$120 million. This is all part of the journey that is needed to transform the company.

In the SAATM environment we will have to have some other type of services that makes the company more competitive, able to deliver value for money and convenience for passenger. This is all part of the digital transformation that needs to take place.

***\*More recently news of the acquisition of four Boeing 787 Dreamliners including two Boeing 787-9 and two Boeing 787-10 aircraft broke with the first delivery expected in August 2024. At the same time Farien announced a restructuring of its board of directors consisting 11 members, with seven serving as executive directors and four as non-executive directors.***



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# REVOLUTIONISING AGRICULTURE

By Ken Treloar, general manager Aerobotics

**The commercial agriculture industry is in the midst of a technological revolution, and one of the most significant innovations transforming the sector is the use of drones and Unmanned Aerial Vehicles (UAVs).**

**These sophisticated aerial devices have become vital tools for farmers leveraging agricultural technologies, in the world – broadly referred to as - AgTech.**

## PROVIDING SOLUTIONS

At their core, drones provide solutions to the numerous challenges faced by the modern agricultural industry: They can assist in precision agriculture through the collection of data on soil conditions, moisture levels, and plant health. This drives up resource allocation, reduces waste, and increases crop yields. Applicable cloud-based platforms enhance the data delivery experience.

Equipped with high-resolution cameras, drones can also provide real-time insights into crop health with high levels of accuracy. Everyone knows that the early detection of issues such as irrigation irregularities, pest

infestations, the prevalence of diseases, and possible nutrient deficiencies will allow farmers to take timely corrective actions and interventions at critical stages. Thirdly there is the critical issue of water management. Equipped with thermal imagery, drones can assess soil moisture content through transpiration information. This allows farmers to fine tune their irrigation systems for best results. These insights not only help to conserve water but also prevent over-irrigation and waterlogging (which can lead to root rot and other issues).

Then there is pest control and a more targeted approach to spraying. By applying pesticides only where needed, farmers reduce chemical usage and minimise harm to beneficial insects and the environment.

Multispectral and hyperspectral sensors used by drones can assess crop health by analysing the reflection of different light wavelengths.

Drones are also used for land surveying and creating 3D maps of farms. This data can be used for better land management, planning, and assessing the overall health of the agricultural landscape. Mapping is especially important in establishing new fields, and in designing irrigation layouts, and other farming infrastructure.

Drones by the simple nature of how they operate do not compact soils. Especially important where recent rains have made tracts of land impassable by heavy spraying or other application machinery. Likewise, ground-based surveys may be unable to take place due to the sensitive nature of entering wet soils (root health) or simply due to impassable conditions (muddy terrain) and this is where



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UAVs thrive and add tremendous value. Ease of deployment also makes drone use after severe weather events an attractive option.

It is also interesting to note that high-resolution drone-derived imagery can be paired with machine learning to distinguish between producing and non-producing plants on an individual plant level to give farming operations an exceptionally accurate percent stand.

Accurate insurable acres indicate accurate insurance policies where farmers only pay premiums for planted acres that are producing a yield. Accurate insurable acres also result in a friction-free claims process, reducing the risk of loss adjustments significantly.

A leading player in this field with proudly African roots. Aerobotics is providing innovative solutions through the use of drones and mobile apps that work in synergy for the best results.

These two technologies marry overhead information with on-the-ground data and scouting observations. Their platform integrates drone technology with advanced data analytics to offer actionable insights to farmers and their relevant consultants.

With a major focus on valuable and actionable precision agriculture, Aerobotics helps farmers to make data-driven decisions that enhance crop yield and quality, while empowering production units to be more resilient to climate, market, geopolitical, or service delivery challenges that pose a risk to all producers world-wide.

Aerobotics' offers solutions in orchard and vineyard management, advanced smart-scouting applications that allows growers to easily capture and analyse data in the field. This mobile tool aids in identifying issues in real-time, ensuring rapid responses to crop threats. Furthermore, reporting and archiving functionalities add additional value where record-keeping is a must.

Then in the area of fruit counting and sizing, Aerobotics' technology allows for a paperless system via the mobile app that simplifies the labour-intensive task of assessing fruit loads.

Aerobotics' cloud-based system or Aeroview platform provides a user-friendly interface that allows for the review of maps and boundaries, survey results, and collated reports.

The platform further provides API features for easy exporting, on-platform collaboration tools, and tailored yield monitoring dashboards.

As technology continues to advance, more exciting developments in the marriage of drones and agriculture, such as assisted pollination, reforestation of wild spaces, enabling high-tech regenerative practices, and are on the cards.

The use of drones and UAVs in agriculture has proven to be a game-changer with industry-wide knock-on effects. These remarkable devices, equipped with specialised sensors and applicators, address various farming challenges: from monitoring crop health to precise chemical application and a host of other applications that can literally suit and add value to each and every crop farming niche.

Drones in agriculture are propelling the sector into a brighter, more resilient way of feeding the world. The collective pursuit of food security no doubt includes - and will continue to include - the noble use of drones for the benefit of all mankind now and into the future.



*AGMO Drone Services: Single payload, multiple insights: A visual, multispectral, and thermal survey by AGMO Drone Services concludes over Macadamia orchards. Link: <https://www.agmodrones.com>*



*PACSys spray drone conducting flight missions over Date Palm orchards. Link: <https://pacsys.co.za/>*



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# ZAMBIA'S SMALLEST MOST REMOTE INTERNATIONAL AIRPORT

By World Airnews Correspondent Given Chikeu

**Situated near one of the most well-known wildlife sanctuaries in the world, the South Luangwa Game Park - Mfuwe International Airport (MFU) is the smallest and most remote of Zambia's four primary international airports.**

The three others are Livingstone Harry Mwaanga Nkumbula, servicing the Victoria Falls area; Kenneth Kaunda International Airport, located in the capital Lusaka and Simon Mwansa Kapwepwe International Airport (SMKIA) a new airport located in the Ndola Copperbelt Province.

The Mfuwe airport is located on a trade route that the Portuguese established in the 1800s between Tete in Mozambique and Lake Mweru, which is part of the border between Zambia and the Democratic Republic of Congo (DRC).

Towards 1900 the British took over control of Southern Rhodesia now called Zambia. This led a UK game scout and conservationist named Norman Carr, who in 1949 negotiated with the then Chief Nsefu, to establish a game reserve, known today as South Luangwa.

In the mid-1970s the Zambian government decided to construct Mfuwe Airport to service the tourists visiting the South Luangwa Game Park.

The airport has a 2.2 km long runway and was dubbed an international airport in 1995 but, since then, has not seen any major improvement. It has a small terminal building with computerised check-in counters, a control tower, fire station and a 30 metre x 2,200 metre asphalt runway. It also has a 4x4 Titan E-One fire (foam) tender.

Because the airport is situated so close to the thick forest, the airports fire rescue team's main job is to safeguard the infrastructure and installations from bush fires.

Recently the Zambian government waived visa requirements for tourists from selected countries which has

resulted in an increased number of arrivals. In the first quarter of 2023 international arrivals increased by 22.0 percent to 605,650. This from 496,456 recorded in the corresponding period in 2022.

And the Chinese government recently announced that direct flights from Beijing to Zambia would commence shortly. Zambian Minister of Finance and National Planning Mr Situmbeko Musokotwane in his presentation of the national budget said that the construction and upgrading of airport infrastructure remained a priority for the government.

The upgrading and rehabilitation of Kasama Airport has been completed and will soon be opened. In 2024 the government will start the construction of airports at Kasaba Bay airport, the upgrading of Mfuwe International Airport, Chinsali and Choma Airport in Southern Zambia among other upgrades of airports all aimed at providing easy movements of people and tourists.

Musokotwane said that the aviation sector in Zambia has seen a remarkable recovery following the ravaging effects of the COVID-19 pandemic on a global air transportation.

He said at the end of August 2023, about 1.3 million passengers were recorded, a recovery of 106 percent from the same pre-Covid-19 period. A growth in the sector has been spurred by clear policies which has included the lifting of visa requirements in key tourism markets and the opening of new routes such as Lusaka-Maputo-Cape Town in South Africa.

The Mfuwe International Airport expansion project includes extending the asphalt runway to 3,000 metres. The airport, relies on mainly on international tourists but during the rainy season from November to April numbers drop when the wild animals are obscured by tall grass and forest.

Reduced number of aircraft landing and passengers means reduced fees for the Zambia Airport Corporation Limited ZACL.

MFU may be the smallest and most remote airport in Zambia but the experience that tourists receive from the experience leaves an indelible mark.





# BOEING IDENTIFIES SAF OPPORTUNITIES

## Boeing and the Roundtable on Sustainable Biomaterials have identified opportunities in Sub-Saharan Africa to develop Sustainable Aviation Fuel (SAF).

Seeking to accelerate production and the deployment of SAF, the Roundtable on Sustainable Biomaterials (RSB), supported by Boeing, has released a study that highlights the potential for production of SAF and other biomaterials within the sub-Saharan African region.

The study and its research were presented at the recent Aviation Africa summit in Abuja, Nigeria.

Titled "Fuelling the Sustainable Bioeconomy: Creating impact through landscape-level programmes," the study explores opportunities for SAF to drive a just energy transition in Africa and combat climate challenges while generating jobs, stimulating economic growth, developing rural livelihoods and protecting the environment.

SAF can be made from materials ranging from used cooking oil and agricultural waste to industrial off-gases, is approved to blend up to 50% with conventional petroleum jet fuel and can be utilised in today's jets without any changes to the airplane, engines or fueling infrastructure.

SAF can reduce carbon emissions by up to 80% in comparison with fossil fuels, according to the International Air Transport Association (IATA).

RSB's research identifies specific SAF development and bio-economy opportunities in Ethiopia and South Africa.

- In Ethiopia, engaging with key stakeholders from industry, civil society and government, the research formed the basis for a SAF roadmap and identified *brassica carinata* (Ethiopian mustard) as a promising potential feedstock to produce biofuels while also addressing both food and energy demand.

- In South Africa, the study found that there is a huge potential to use invasive alien plants for SAF production while creating jobs. These plants currently cover more than 10% of the land mass (around 11.3 million tons) and use up to 6% of the country's fresh water, increasing to 16% of total fresh water use without eradication. RSB has worked with partners in-country and globally to define an approach for sustainable harvest within its widely recognized sustainability standard.

Elena Schmidt, RSB executive director said the study "highlights the value of a holistic approach to developing SAF and the broader bioeconomy, including integrating technical studies, stakeholder engagement, policy analysis and more within a single programme, and by building that programme on a really robust foundation of social and environmental sustainability.

This work presents outcomes and recommendations that can give policy-makers, investors and other key stakeholders the confidence to direct their efforts in the bioeconomy.

We are excited to see how this research in Ethiopia and South Africa will support a sustainable and just transition in emerging SAF- and bio-based economies."

"Sustainable aviation fuels offer the greatest potential to reduce our industry's carbon emissions and the development of SAF is an effort that requires a broad set of stakeholders. Boeing's partnership with RSB in Africa exemplifies the power of collaboration in helping the aviation industry reach its goal of net zero by 2050, while considering the wider sustainability impact on the environment and society," said Kuljit Ghata-

Aura, Boeing president for Middle East, Türkiye and Africa. The study also extended to Brazil in South America and was presented during the Boeing and RSB Sustainability Forum held in August in São Paulo, Brazil, where Boeing also demonstrated its dynamic climate impact modeling tool, Cascade.

# ENSURING SAFETY ABOVE ALL

## Certificaton-Africa provides inspections for offshore operations

Offshore operations are a crucial component of the global energy industry. Helidecks, the designated landing areas for helicopters on offshore platforms, play a pivotal role in facilitating crew changes, emergency evacuations and the transport of essential equipment. Ensuring the safety of these helidecks is paramount

### THE IMPORTANCE OF HELIDECK INSPECTIONS

Helidecks are exposed to harsh environmental conditions, including corrosive salt water, extreme temperatures and heavy machinery usage. Regular inspections are essential to maintain their structural integrity and safety standards. Here are some of the key reasons why helideck inspections are crucial:

1. **Safety:** Safety is the top priority in offshore operations. Helicopters carry personnel and cargo to and from platforms and any malfunctions or damage to the helideck could result in catastrophic accidents. Inspections help identify and rectify potential hazards.
2. **Regulatory Compliance:** various international and national regulations, such as UKCAA CAP 437, International Maritime Organisation's (IMO) guidelines and the USA Coast Guard (USCG) requirements, mandate regular helideck inspections. Compliance ensures that offshore operators meet the highest safety standards.
3. **Asset protection:** Helidecks are expensive assets. Regular inspections and maintenance help extend their lifespan and reduce the risk of costly repairs or replacements.
4. **Environmental factors:** Offshore platforms are exposed to extreme weather conditions. Inspections can detect corrosion and other damage caused by saltwater exposure, ensuring the helideck's durability.

### THE INSPECTION PROCESS

Helideck Certification-Africa is ISO9001:2015 Approved and all inspections are conducted in accordance with this Quality Management Standard. Inspections involve a comprehensive evaluation of various components and systems. The process typically includes:

1. **Visual inspections:** Inspectors examine the helidecks surface, including the perimeter net, for signs of wear, corrosion or damage. In addition all markings and positionings are checked and measured to ensure compliance with latest regulations. A friction test of

the surface is carried out, using the only UKCAA approved friction tester, namely the Findlay Irvine Micro Grip friction tester. The surrounding areas, both horizontally and vertically, are checked to ensure compliance with the required obstacle-free requirements.

2. **Structural Assessment:** The helideck's structural integrity is assessed to ensure it can withstand the weight and impact of helicopters during takeoff and landing.
3. **Fire Fighting equipment:** Inspectors verify that fire fighting equipment, including foam and water deluge systems, are operational to respond to potential helicopter accidents or fuel spills.
4. **Communication Systems:** The communication systems, such as the radios and status indicators, are tested to ensure clear and efficient communication with incoming and departing helicopters.
5. **Weather Monitoring:** Weather conditions play a significant role in helicopter operations. Helideck inspections include the HMS (helideck Monitoring System) which reports vital information such as wind, temperature, and pitch, roll and heave to ensure real-time weather data is provided, helping operators make informed decisions.
6. **Helideck Crew:** To carry out effective control of the helideck and its operations, the helideck crew must be trained, and be able to operate, to the highest level for all helicopter operations. This includes controlled and effective responses to all potential emergencies. Helideck inspections include the verification that each crew member can carry out his role effectively, under all circumstances.

Helideck inspections are a critical aspect of offshore operations, guaranteeing the safety of personnel, the integrity of assets, and compliance with regulations. By pro-actively identifying and addressing potential issues, offshore operators can continue their essential work while minimizing risks and environmental impact. Helideck inspections remain an essential tool for ensuring safety.





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## OPEN AFRICAN AVIATION MARKETS

**Poor intra-Africa airline connectivity, inadequate infrastructure, unclear policies, inconsistent regulations, rising aviation taxes and other statutory charges are all contributing to African economies failing to reach their full potential.**

This was the warning sounded by Airlines Association of Southern Africa (AASA) CEO Aaron Munetsi during his presentation at the organisation's annual general assembly in Luanda, Angola last month.

He called on regional governments to open access to their markets and allow for more routes and more flights where regulatory impediments were blocking growth.

TAAG Angola Airlines was the co-organiser of the event that brought industry leaders for key discussions and networking. It was the first time the southern African country played host to the more than 200 delegates.

Topic addressed during the AGA touched on subjects such as: a competitive environment, connectivity, financing, supply chain, operating costs, regulatory aspects, growth, and the sustainability of African airlines.

There are currently 16 airline members of AASA that include Air Austral, Air Botswana, Airlink, Air Zimbabwe, Congo Airways, Eswatini Air, Federal Airlines, FlyCobra, FlySafair, LAM Mozambique Airlines, LIFT, Mango Airlines, Mozambique Express, Proflight Zambia, South African Airways.

Munetsi cautioned that without a clear co-ordinated strategy for the development, production and supply of Sustainable Aviation Fuels (SAF) and improvements to airspace management to streamline traffic flows, the region's airline industry would fail to meet the global net-zero 2050 carbon emissions target.

Africa accounts for two percent of global passenger and air cargo traffic and will need access to at least 15 billion litres of

SAF a year by 2050 if it is to continue serving the continent's economic and social needs by enabling trade, business, tourism and personal travel.

"We have an embarrassingly low level of intra-African connectivity and it is depriving Africa, its people and its economies from rising to their full potential," said Munetsi. He called on the SADC governments to remove the obstacles hindering industry expansion and connectivity.

"By doing so, you will enable the economies and people you serve, to flourish. Never have you held in your grasp a golden opportunity to make inspired decisions with such meaningful positive consequences and impact! Do not squander it!"

### REMEDIES

As remedies, AASA has proposed that authorities:

- permit the establishment of at least 200 new intra-Africa city pairs by 2030.
- ensure airports in the region are operationally fit-for-purpose, cost-efficient and subject to industry service level agreements.
- apply user charges, taxes and other statutory charges on air travel that are realistic, reflect the services and facilities provided.
- make intra-Africa travel visa free for all passport holders.
- provide a regulatory framework that enables the provision of competitive and affordable intra-Africa travel and air cargo services.
- standardise training curricula, qualifications and licences so that anyone with aviation skills acquired in one African country can work anywhere on the continent.

A 2019 econometric study of Africa's air transport sector's contribution to GDP estimated that regulatory adjustments to liberalise market access between 12 key African markets would provide an extra 155,000 jobs and (US) \$1.3 billion in annual GDP across those countries.

It was estimated that a potential five million passengers a year were being denied the chance to travel between these markets due to unnecessary restrictions on establishing air routes. At the time, Africa's aviation sector supported 6.9 million jobs and more than (US) \$80bn in GDP across the continent.

Based on the latest analyses passenger and air cargo traffic to, from and within the SADC region traffic is about 27 percent lower than pre-pandemic levels.

"The numbers do not signal any failure. On the contrary, recent history has shown us the pre-pandemic market was over-traded. While the pruning that occurred has been painful, in most cases, it is stimulating healthier, viable and sustainable growth with improved yields. This is visible in the rising passenger load factors coming off the back of increased growth, which is now largely achieved organically, instead of through unsustainable sub-economic fares," he said.

In its state-of-the-industry overview, AASA painted a mixed picture, pointing to domestic and regional airlines' vulnerability to rising living costs, oil and fuel prices on the march, inflation and a sub-optimal business climate.

However, economic recovery in other parts of the world is manifesting in seeing unprecedented growth in inbound long-haul passengers, led largely by leisure travellers, people visiting friends and relatives as well as an emerging trend of African heritage and diaspora visitors from North America.

To deliver sustainable growth in passengers and cargo volumes, AASA said governments should implement more business and trade-friendly policies, adopt a visitor-welcoming digitalised visas, immigration and border management systems, invest in appropriate infrastructure, deliver reliable public infrastructure and public services supported by a clean, efficient civil service administration under a strong, ethical and accountable governance.

"These would lift business confidence, create more jobs and social stability. Importantly, they would lower the

perceived level of risk that aircraft manufacturers, lessors, insurers, financiers and other foreign suppliers apply when doing business with African carriers. This will enable airlines, airports, air navigation service providers and others in the value chain to contain their costs and pass on the savings to customers, in turn stimulating air travel and more economic growth in a virtuous cycle," he said.

### FUEL RESILIENCE

Over the past 18 months the industry had seen disruptions to its existing fuel supply systems and a lowering in available reserve stock levels.

"Let's heed the pandemic's lesson about access to vaccines and strengthen our existing fuel procurement and distribution processes. At the same time, we must get in the queue early for SAF," said Munetsi.

"Simultaneously, we urge governments, through their departments of energy, science, environment, transport and works, to expedite the implementation of suitable policies and measures to support local SAF development and production along with the necessary investments in refinery capacity, distribution, storage and supply systems along with the necessary security to protect them. We need the finance community to get behind this too," he said.

AASA pointed out that additional fuel and emissions savings can be achieved by streamlining air traffic flows to eliminate the need for aircraft to fly in holding patterns before being allowed to approach and land at airports. Similarly, it urged airport operators and ground handling services to rapidly adopt the use of electric and hydrogen fuel cell-powered vehicles and ground equipment.

"The expertise and technology behind energy production and storage is maturing in leaps and bounds – even here in the region, where many of the essential raw materials are extracted. These are no longer fanciful concepts," he said.



# 40 YEARS ANNIVERSARY - BELL 206

40 years recently surpassed since Richard "Dick" Harold Smith touched down in the Bell 206 JetRanger III at the Bell Helicopter Hurst Heliport, now known as the Floyd Carlson Airfield.

This historic flight marked the completion of the very first solo around-the-world flight by helicopter.

Smith's journey had begun 352 days earlier, on August 5, 1982, when he departed from the same airfield in Fort Worth, Texas, embarking on the ambitious circumnavigation.

In total, Smith covered 32,258 miles (51,914 kilometres) during his journey, logging over 260 hours of flight time. In addition to setting the Guinness World Record for the first solo global circumnavigation, Smith also attained the unprecedented milestone of conducting the first solo helicopter flight across the Atlantic Ocean.

Smith chose to complete the journey using the Bell 206, also known in Australia as the 'Australian Explorer', due to its range, durability, and reliability.

Dick Smith is an Australian entrepreneur who founded Dick Smith Electronics, Australian Geographic, and Dick Smith Foods.

He is an avid aviator who has flown five times around the world.



## EUROWINGS EUROPA PARK

This Eurowings A320 (reg D-ABDQ) looks stunning in its Europa Park livery promoting the theme park in Rust, Baden-Württemberg Germany. The huge holiday complex 13 roller coasters, six hotels and even a camping site among others. It is seen landing on runway 31 and flying in from Dusseldorf International. Photo-credit Mario Caruana / MAViO News



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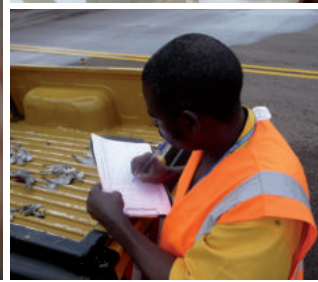


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# ITALIAN NAVY NH90 HELICOPTERS

The Italian Navy marked a major rotorcraft capability enhancement milestone following the completion of deliveries of its NH90 helicopters combined with the establishment of a dedicated simulation centre for its NH90 crews.

The 46th SH-90A ASW/ASuW aircraft, assembled at Leonardo's facility in Venice Tessera, has been deployed at the Italian Navy's Maristaeli Luni Base and presented during an official ceremony attended by Italian Navy, Leonardo and NHIndustries' dignitaries and representatives.

The helicopter also joins a fleet of ten MH-90As optimised for tactical transport duties and special operations bringing the total fleet of NH90s to 56 in service with this prime operator.

The first Italian Navy's NH90 was delivered in 2011. Since then, the whole fleet has logged in excess of 35,000 flight hours in multiple operations in Italy and internationally.

The completion of deliveries occurs as a unique Full Crew Simulation Training Centre is established and opened at the base, featuring a dedicated Level D Full Flight Simulator of the type in full MR 1 configuration (representative of the latest avionics standard), all fully developed by Leonardo and tailored to the Italian Navy needs.

The new simulation environment allows for the SH-90 and MH-90 crews (including both pilots and specialised personnel)



to be trained with the highest level of fidelity and accuracy (1 simulation hour being equal to 1 real flight hour) to carry out missions in any kind of operational scenarios to the benefit of effectiveness, safety, efficiency, and sustainability.

The system is suitable for further evolution in the future, such as the possibility to be linked to other simulation assets in order to develop joint and multi-domain networked mission training. Additionally, the Full Crew Simulation Training Centre will deliver training services to NH90 crews from other countries.

"The completion of the NH90 deliveries and the handover of this one-of-a-kind simulation environment marks a major step forward, which further re-inforces our long-established partnership with the Italian Navy. I want to thank all Navy and industry personnel who made these results possible.

-We now look forward to continuing this collaboration with the Italian Navy towards new important goals and capability enhancement to meet evolving requirements," said Leonardo Helicopters MD Gian Piero Cutillo.

## A LEADING ACMI OPERATOR

Avion Express is the leading narrow-body ACMI and charter operator operating an Airbus A320 family aircraft. Working in the field for over 18 years, have established a long-term partnership with clients in Europe and are also operating in Africa, Asia-Pacific, South America.

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# STILL FLYING STRONG



**General aviation doesn't immediately come to mind when thinking of wildlife conservation. However, for The Bateleurs 'southern Africa's environmental air force' using general aviation to support environmental and conservation efforts felt like an obvious solution to a critical problem.**

The Bateleurs is a South African nonprofit and registered NGO. Taking their name from a type of eagle native to sub-Saharan Africa, The Bateleurs pride themselves on being "eyes in the sky," assisting conservationists and environmentalists with their work.

Celebrating 25 years of operation, the organisation wants to spread the word about the work they do and encourage more GA pilots with a passion for the environment to get involved.

Founded in 1998 by Nora Kreher, who got the idea of forming a fleet of volunteer pilots dedicated to conservation during the campaign to stop the mining of Lake St. Lucia's dunes. Kreher, along with her friend, international conservationist Dr. Ian Player, arranged for GA pilots to fly politicians and journalists over the dunes, showing the damaging effects of mining from the sky.

Giving people of influence a chance to see the destruction from such a unique vantage point helped turn Lake St. Lucia's dunes into a World Heritage Site. This was only the beginning for The Bateleurs.

Knowing that conservation groups and government agencies would not always be able to afford aerial surveillance to assist with environmental matters, Kreher formed The Bateleurs, a volunteer-based aviation service provider that gives conservation organisations free flights to assist with their missions.

Nora Kreher passed away in 2008. Donavan Bailey, EAA 1504491, who joined the organisation as a volunteer pilot in 2005, is now a director of The Bateleurs.

"I flew my first mission in 2005. Bateleurs has helped me gain an appreciation for aviation and made me fly with a purpose."

Bailey said, "The people I have met during missions are very inspiring and have kept me humble. "We forget the

people out there that are doing amazing work with very little recognition. This reminds us to be grateful and privileged to be able to do these missions."

In their 25 years, The Bateleurs have flown hundreds of missions throughout southern Africa. Their fleet of volunteer pilots has steadily grown via word of mouth in the aviation community.

From anti-poaching efforts like dehorning rhinos to performing surveys of wetlands or for endangered species such as vultures and red-billed oxpeckers, The Bateleurs try to help with whatever mission comes their way.

Not only are these free-of-charge flights able to assess the environmental problems from a unique perspective, but they are also able to transport animals without stress that may endanger them further.

A recent flight took 10 leopard tortoises up in a B58 Beechcraft Baron to the Kwandwe Private Game Reserve in the Eastern Cape of South Africa where they will be released back into the wild after being rehabilitated by the organization, FreeMeWildlife.

"Thousands of miles have been flown in the name of conservation over the past 25 years. Some missions have crossed countries from South Africa into Mozambique relocating wild dogs, while others cover shorter distances – it all depends on the request from the organisations and what needs to be achieved."

While the rest of the world was shut down during the Covid-19 pandemic, The Bateleurs had a productive year transporting African lions, a fur seal, African wild dogs, and African penguins. They flew aerial searches for collared leopards and a whale entangled in fishing gear, as well as performed anti-poaching missions and shot aerial photography of mining operations.

In acknowledgment of the urgent need to shield our planet's dwindling habitats and species, the Bateleurs recognise they must expand their endeavors to counteract these escalating threats.

Whether it's their number of missions accomplished, pilots flying for them, or funds to sustain the important work they do, The Bateleurs hope to carry on Nora Kreher's legacy of free conservation assistance into the future.

To learn more about how you can get involved with The Bateleurs, or to help support the Bateleurs in supporting numerous other conservation organisations by donations, please visit: [www.bateleurs.org](http://www.bateleurs.org)

FLYING WITH PASSION AND PURPOSE

# The Bateleurs.

*Volunteers flying for the environment*

## VOLUNTEERS FLYING FOR THE ENVIRONMENT



### Allowing a bird's eye view of South Africa's eco-challenges!

The Bateleurs offers a free-of-charge\* aerial service to conservation organizations in need, granting them an aerial vantage point for assessing environmental concerns. This aims to enhance decision-making. By affording conservationists, policymakers, scientists, media, community leaders, and activists an aerial view of our region, The Bateleurs significantly contributes to safeguarding our precious environment.

*\*Flight request criteria applies*



**BATELEURS.ORG**



## FIRST BOEING 737 MAX

**Air Tanzania celebrated the recent arrival of the airline's first fuel-efficient 737 MAX single-aisle jet.**

The East African airline is the first carrier in Africa to receive the larger 737-9 model as it aims to meet growing travel demand in West Africa, Southern Africa and India.

"The acquisition of our first Boeing 737-9 marks a significant milestone for Air Tanzania, a momentous occasion that echoes the spirit of the Wings of Kilimanjaro," said managing director Air Tanzania Ladislaus Matindi.

"This advanced airplane is fulfilling our promise to deliver an extraordinary experience to our customer. As we ascend to new heights, Air Tanzania enhances the fleet's capabilities and exemplifies its commitment while extending our appreciation to Boeing as invaluable partners in enabling our vision."

Air Tanzania currently operates commercial service across Africa and to destinations in Asia with a fleet that includes two 787-8 Dreamliners and one 767-300 Freighter.

Since its delivery in June 2023, the 767-300 Freighter has solved critical cargo challenges across Africa while opening opportunities to move business globally. The airline has an additional 787-8 on order.

"This marks an important milestone for Air Tanzania with the delivery of its 737 MAX, which is perfectly suited to connect the airline to prominent markets in Africa, providing it with enhanced capability and flexibility across its network," said Boeing vice president commercial sales and marketing for Africa Anbessie Yitbarek.

"The 737-9, with its versatility and fuel efficiency, will support Air Tanzania's goal of opening new opportunities and expanding its network."

The 737 MAX family delivers enhanced efficiency, improved environmental performance and increased passenger comfort to the single-aisle market. Powered by CFM International LEAP-1B engines and advanced technology winglets, the 737

MAX reduces fuel use and emissions by 20% compared to airplanes it replaces.

Boeing's Commercial Market Outlook for Africa projects that the continent will need 1,025 airplanes over the next two decades. Overall African air traffic growth is forecast at 7.4%, the third highest among global regions and above the global average growth of 6.1%.



*This Boeing 737 MAX 8 was seen taxiing out prior to take-off earlier last month as ETH 8765 with Cairo as its destination. The aircraft flew into Malta earlier in the day direct from Addis Ababa Bole International Airport (HAAB) as ETH 8764. Photo by Mario Caruana / MaviO News*



*The team that helped with the aerial surveys in the Western Cape – from left to right: Mark Rule (pilot), Bradley Gibbons, Christie Craig and Pieter Botha from the ACCP (African Crane Conservation Programme)*

## ASSISTING WITH AERIAL SURVEY

**The African Crane Conservation Programme (ACCP), a partnership with the Endangered Wildlife Trust and the International Crane Foundation, completed an aerial survey of the Western Cape and Karoo with the assistance from the Bateleurs and financial support from Eskom.**

The aim of the survey was to help us understand where the majority of Blue Cranes are located in these areas as well as the density of the populations. The ACCP is grateful for the Bateleurs and Eskom for making this aerial survey possible and a success.

The aerial survey was completed over four days in the Western Cape and four days in the Karoo.

The Western Cape region included the Overberg region (in areas such as the Swellendam district) and the Swartland region (such as the Malmesbury district), while the Karoo included parts of the Northern Cape (such as the Hanover district) and the Eastern Cape (such as the Graaff-Reinet district).

The team covered a large area where Blue Cranes are found and although it was not possible to count every single Blue Crane in South Africa, the data from this survey can help the ACCP prioritise areas for the benefit of Blue Crane conservation.



*A group of Blue Cranes near some sheep in the Overberg region of the Western Cape*



*Samson Phakathi, who joined the team for the Karoo survey*



## TOPSKY ATC SOLUTION FOR ZAMBIA

**In a groundbreaking endeavour, Thales has embarked on a modernisation of air traffic control (ATC) facilities at Zambia's Lusaka and Livingstone international airports.**

This initiative, which stems from a contract inked with the Zambia Airports Corporation Limited (ZACL) back in 2014, brings a wave of innovation to the realm of aviation safety.

Thales, a global leader in aerospace technology, is set to augment its TopSky ATC automation solution with two transformative applications. The first of these is Controller Pilot Data Link Communications (CPDLC), a system that enables crystal-clear and secure communication between pilots and controllers.

The second, Automatic Dependent Surveillance - Contract (ADS-C), automatically transmits vital flight status updates to ground-based ATM systems.

The collaboration between Thales and Zambia Airports Corporation Limited extends to the revamp of ATC systems at Kenneth Kaunda International Airport in Lusaka and Harry Mwanga Nkumbula International Airport in Livingstone. Through the implementation of Datalink CPDLC and ADS-C,

Zambia's ATC centres and pilots will transition from conventional voice radio communication to streamlined data messaging, a transformation poised to bolster aviation safety by mitigating the risks associated with deteriorated radio channels. Notably, VHF channels will remain available as the primary communication mode within the Flight Information Region (FIR).

One of the cornerstones of air traffic control lies in ensuring the precise positioning of aircraft both before and during flight.

While flight plans offer an initial glimpse into pilot intentions, complete situational awareness hinges on a network of interconnected sensors, providing air traffic control officers (ATCOs) with real-time insights. This wealth of data is instrumental in 'deconflicting' flights, effectively elevating air safety standards.

Thales' TopSky ATC is an all-encompassing solution, that controls en route, approach, and oceanic traffic, across civil and military domains. The system equips air traffic controllers and technicians with intuitive tools that provide access to flight information, real-time tracking, enhanced conflict detection and resolution capabilities, integrated sequencing and optimisation features – all within a robust, low-maintenance system.





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# WORLD AIRNEWS

## 2024 FLIGHT SCHOOL DIRECTORY

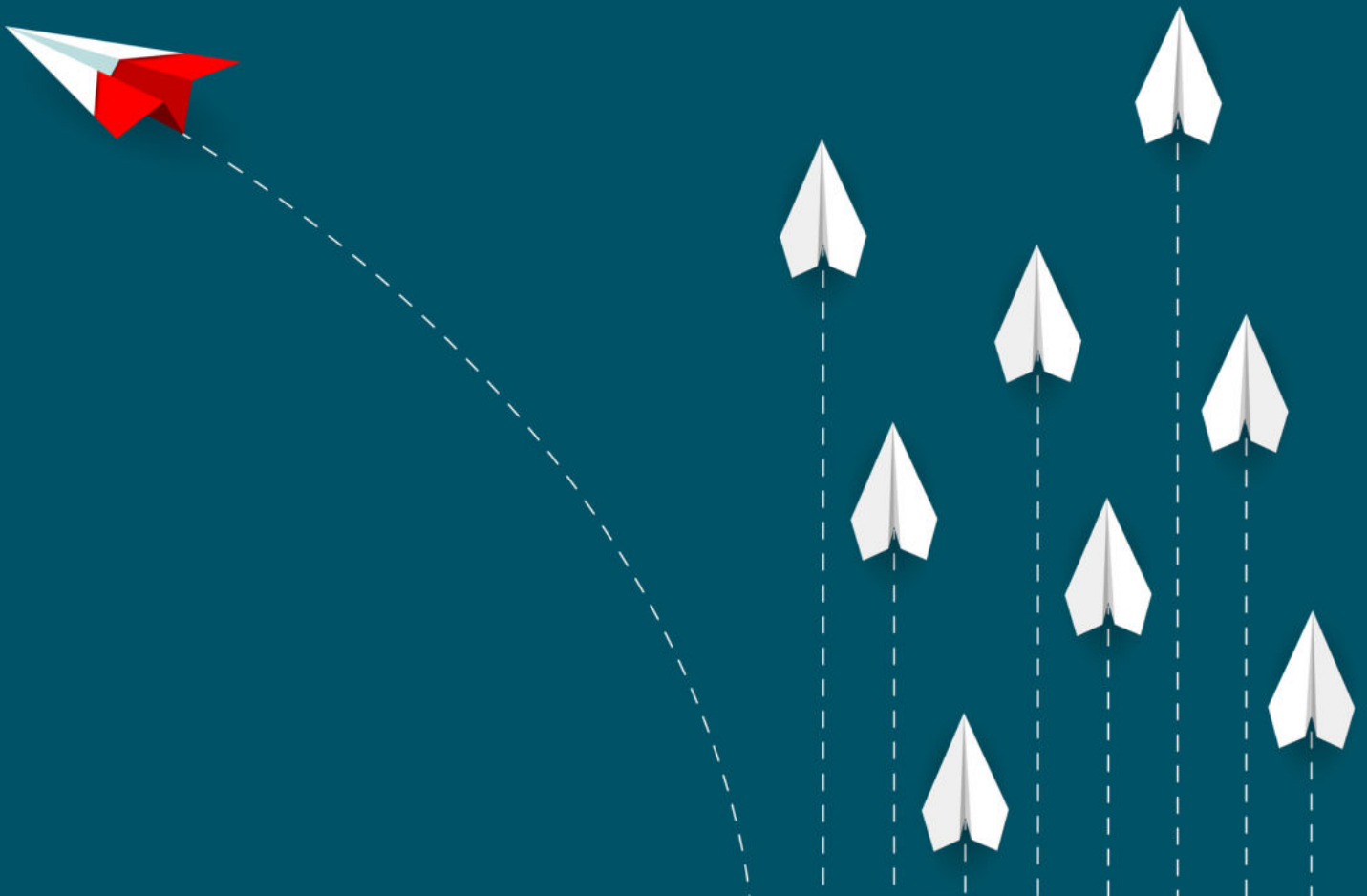
This is a list of flying schools in Africa that provide tuition from ab initio to ALTP, from sport planes to commercial airlines. Find your nearest training school and invest in a new future, upgrade your licenses, top up your hours, 2024 has to be a better year for aviation.

While every effort has been made to ensure all the information published in this directory is accurate, neither World Airnews nor its publisher, TCE Publications, can be held responsible for any errors which may have occurred during its compilation.

\*\*Largest shortage of pilots imminent

\*\*Companies need to invest in training programmes and pilot recruitment.

\*\*Airlines are facing a new pilot shortage as planes return to the operation, but not the personnel.



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# SOARING TO NEW HEIGHTS: THE ASCENT TO BECOMING A PILOT

Have you ever wondered why people want to become pilots? The allure of the skies, it turns out, is far more complex than just flying.

Becoming a successful pilot is a journey that demands a unique blend of skills and qualities. It goes beyond the technical proficiency of operating an aircraft, delving deep into the realms of effective communication, teamwork, composure under pressure, situational awareness, and swift decision-making. In the cockpit, it's not just about handling the controls; it's about ensuring safety, efficiency, and mastering a diverse skill set.

## BEYOND THE NUMBERS

The life of a pilot is a tapestry woven with threads of creativity, calmness under duress, and a mindset geared for the immense responsibility that comes with the role. More than just leaders in the sky, pilots are also adept communicators and team players, ensuring that each flight is a harmonious symphony of precision.

## THE POWER OF COMMUNICATION

In aviation, communication is paramount. Flawed or incomplete pilot-controller communication is a contributing factor in approximately 80% of aviation incidents and accidents. The precise transmission of air traffic control instructions, from radar vectors to weather updates, is vital to the safety of flight and landing operations.

## THE IMPORTANCE OF TEAMWORK

Teamwork is another cornerstone in aviation. Studies indicate that a significant number of accidents result from breakdowns in teamwork among crew members who fail to operate cohesively. Pilots collaborate closely with fellow aviators, air traffic controllers, and flight dispatchers, ensuring a seamless experience and providing clear and honest feedback.

## SITUATIONAL AWARENESS

Situational awareness is the ability to perceive all aspects of an aircraft comprehensively. Pilots must maintain a mental image of their aircraft's location, flight conditions, configuration, and other factors that impact safety. Inadequate situational awareness can lead to grave consequences, making it a skill of utmost importance.

## DECISIONS UNDER PRESSURE

The ability to make sound and swift decisions is pivotal. Time and resource constraints, coupled with external

pressures such as turbulence, require pilots to remain composed. Flight training equips pilots with the confidence and skills to make informed decisions under duress.

## MASTERY OF THE MACHINE

Pilots must have a comprehensive understanding of their aircraft. This includes conducting pre- and post-flight inspections, ensuring fuel supply, maintaining weight limits, navigating routes, monitoring engine performance, and responding to changing conditions and emergencies. Piloting demands critical thinking in both technical and creative dimensions.

## BALANCING ACT

Commercial pilots face significant mental and emotional stress, often dealing with long flights, irregular schedules, time zone changes, and separation from loved ones.

Managing stress, building resilience, and developing coping mechanisms are vital for their overall well-being and job performance.

## STAYING FIT

Physical and mental fitness is essential to withstand the demands of flying, from long-haul flights to high altitudes. Pilots must stay alert and focused, even in the most stressful situations.

## NAVIGATING FLIGHT SCHOOL

Enrolling in a flight school is the first step towards a career in aviation. Requirements may include age restrictions, educational prerequisites, and good health. Training includes ground school for theoretical knowledge and practical flight lessons with certified instructors, but regulations can vary by country.

## CHOOSING THE RIGHT PATH

The location of your flight school matters; favourable weather conditions can significantly impact your training experience. Thoroughly researching your options, visiting schools, and speaking with current and former students can provide valuable insights into the quality of training and the overall experience.

Becoming a pilot is not just about flying; it's about mastering a unique blend of skills and qualities that ensure safety, efficiency, and a successful journey into the skies.

Joan Chalmers





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# ENGLISH PROFICIENCY TESTING

The English Proficiency test is a requirement for all pilots requiring a pilot licence, in all countries that comply with ICAO regulations.

English is the Worldwide 'language of the air'. The test is conducted by approved testers and an English expert and an Aviation expert together, conduct the tests.

To become a tester the SACAA (on behalf of ICAO) approve licenced pilots who have achieve a level 6 in the test, and a qualified English teacher.

There is a very specific, three phase process to running a test;

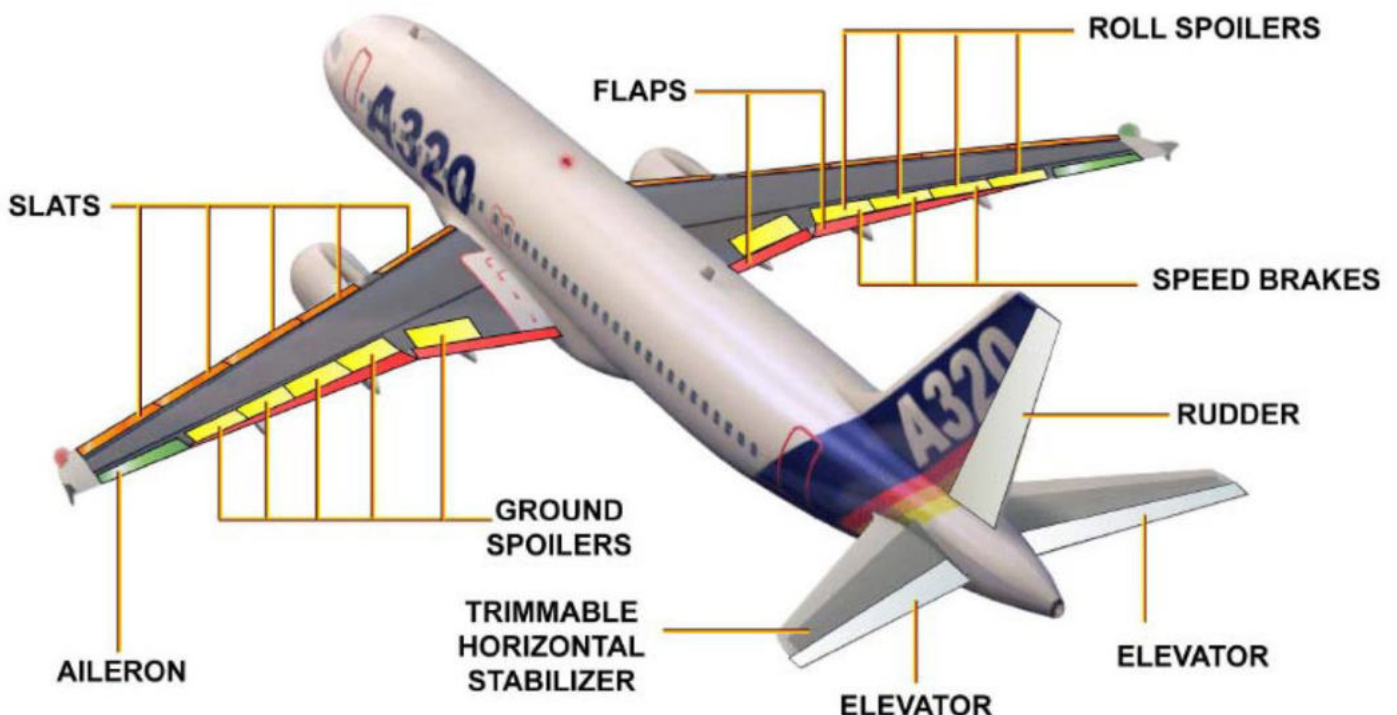
The test takes approximately 30 minutes with a further 15 minutes to complete all the paperwork/forms.

The attached information booklet gives the criteria for grading each level.

A certificate of competence is issued once the test has been completed and assessed by the two testers, giving the level of competence and duration of the approval.

PROFICIENCY LEVEL	PROFICIENCY TESTING INTERVAL
Level 6: Expert	Retesting not required
Level 5: Extended	Retesting required every six years
Level 4: Operational (Minimum level)	Retesting required every three years
Level 3: Pre-operational	Licence not issued/maintained
Level 2: Elementary	Licence not issued/maintained
Level 1: Pre-elementary	Licence not issued/maintained

To redo the test, training has to be undertaken by the failed student and he/she would need to be re-tested after this training (usually three months).



	BEST	VERY GOOD	MINIMUM
<b>(1) Aviation English teacher, administrator, and material developer</b>			
ESL academic qualifications	<ul style="list-style-type: none"> <li>• Master's in language Teaching,</li> <li>• Teaching English as a Second Language (TESL, TESOL), or</li> <li>• Applied Linguistics, or</li> <li>• Foreign Language Education or related field</li> </ul>	<ul style="list-style-type: none"> <li>• Bachelor's degree in foreign language training, or</li> <li>• Graduate diploma in TESL, etc., or</li> <li>• University degree + extensive ESL teaching experience with clear evidence of commitment to field</li> </ul>	<ul style="list-style-type: none"> <li>• Certificate in TESL, or</li> <li>• University degree (initial teaching should be done under close supervision of experienced teacher)</li> </ul>
ESL teaching experience	Aviation English programme 3+ years	<ul style="list-style-type: none"> <li>• Aviation English programme</li> <li>• English for specific purpose teaching</li> <li>• ESL teaching in an accredited university or language school</li> </ul>	<ul style="list-style-type: none"> <li>• Language teaching experience, or</li> <li>• No previous teaching experience acceptable when teaching under close supervision of experienced teacher</li> </ul>
Aviation communications	Pilot or controller experience	Pilot or controller experience Radiotelephony familiarity (through aviation English apprenticeship or experience)	Ability to work well with SME
ESL material development	Aviation English material development with communicative or interactive approach	–	ESL material development with communicative or interactive approach
Administrative experience	Aviation English programme administration	ESL programme administration	Aviation or ESL programme involvement
<b>(2) Language test development</b>			
Academic	Ph.D. in Applied Linguistics with specialisation in language testing	Master's in Applied Linguistics + experience developing, and conducting research on, second/foreign language tests	Master's in Applied Linguistics or TESOL + ability to work with other experts
Aviation	–	Radio telephony familiarity	Ability to work well with SME
<b>(3) Subject matter experts</b>			
Aviation communications	Professional, international, radiotelephony experience (professional pilot or controller)	Highly experienced commercial or private pilots with international experience	Licensed pilot with international awareness
<b>(4) Other possible aviation English team members</b>			
Computer-aided training and instructional design	Professional specialist academic qualifications	Extensive and proven specialist experience	Specialist experience







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## OUR HISTORY

Mayday-SA was established in 2013 as a Section 21 Not-for-Profit Company to provide peer support to aviation licence holders needing help after an incident or accident, or in times of stress due to performance issues, medical certification problems, and work and family relationship problems.

## OUR PURPOSE

Mayday-SA is a volunteer peer-based support structure providing assistance to aviation licence holders in a crisis.

We also provide confidential support to colleagues, family and friends of aviation licence holders so that they may support their loved one.

## OUR VISION

Mayday-SA is an internationally respected independent peer-based network supporting the wellbeing of **all aviation licence holders** in Southern and East Africa, thus enhancing safety in the aviation sector

## OUR VALUES

- We guarantee **confidentiality**
- We engender **trust**
- We create a **safe space**
- We respond with **compassion**
- **Integrity and honesty** are embedded in all we do

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# WELCOME ONBOARD

By Joanne Olivier

A night in Paris, the weekend in Rome, an office in the sky where each day brings new faces and exciting places, all whilst looking like you have been hand-picked from the cover of a fashion magazine, what an absolute pleasure and a dream come true.

Whilst the job of a cabin crew member appears very glamorous and easy going, this adventurous job is anything but.

Cabin crew members are primarily responsible for providing world class service to all passengers on board, but this isn't the extent of their responsibilities they are also required to take on the role of a safety officer, fire-fighter and even a first aider.

All the while providing the excellent service and customer care that millions of passengers have become accustomed to.

Much like the highly trained pilots, to prepare for this mammoth task aspiring cabin crew members are put through a rigorous 6–8-week training programme consisting of both theory and practical training which

includes, emergency procedures, first aid, ditching, firefighting, aviation security and dangerous goods.

These highly trained and motivated individuals are required to ace the skills of knowing how to safely evacuate all passengers in the event of an emergency landing both on land and in water, be proficient in fighting multiple types of onboard fires and have the physical capabilities of dealing with unruly passengers.

With first aid training cabin crew members are trained on how to provide first aid care to passengers suffering from something as mild as a panic attack to something as serious as a heart attack, and on the odd occasion they may even have to help deliver a baby.

Whilst all this may sound like more than you bargained for, at Cranfield Aviation Training the instructors strive to make your training an experience to remember.

If you enjoy a challenge, have a thirst for knowledge, and a taste for adventure all the hard work encompassed in your training will be worth it in the end.

Not only do you obtain a certified South African Civil Aviation Cabin Crew License, but you will gain invaluable life skills that can help you face any task head on.

So, why wait, book your training with Cranfield Aviation Training now. We look forward to welcoming you to the wonderful, exciting innovative world of aviation. Visit our website: <https://www.cranfield.co.za>



# SOUND ASSURANCE

## The critical role of calibration in aviation communication and safety.

Acoustic calibration in the aviation industry refers to the process of ensuring the accuracy and reliability of audio and communication systems used in aircraft.

These systems are critical for safe and efficient air travel, as they enable communication between pilots, air traffic controllers, and various on-board systems. Acoustic calibration in aviation involves several key aspects:

- **Communication Systems:** Aircraft are equipped with various communication systems, including radios, intercoms, and air traffic control (ATC) systems. Acoustic calibration ensures that these systems operate correctly and maintain clear and reliable communication.
- **Headsets and Microphones:** Pilots and crew members rely on headsets and microphones for communication

within the aircraft and with air traffic control. Calibration of these devices ensures that they provide high-quality audio transmission and reception.

- **Cockpit Audio:** The cockpit of an aircraft may have multiple audio sources, such as warnings, alarms, and voice communications. Acoustic calibration ensures that these audio signals are clearly audible to the flight crew, even in noisy or high-stress situations.
- **Cabin Announcement Systems:** For passenger aircraft, there are public address systems that deliver cabin announcements to passengers. Acoustic calibration ensures that these announcements are clear and easily understood by passengers.
- **Noise-Canceling Systems:** Aircraft often use noise-canceling technology to reduce ambient noise for both the flight crew and passengers. Calibration is crucial to maintain the effectiveness of these systems.
- **Emergency Signalling:** Acoustic calibration may also cover emergency signaling systems, such as fire alarms or other critical alerts, to ensure that they are loud and distinct enough to get the attention of the crew and passengers during emergencies.

Acoustic calibration in the aviation industry is essential for ensuring safe and effective communication, which is critical for the proper functioning and safety of aircraft during all phases of flight, from takeoff to landing and emergency situations.



## DID YOU KNOW?

A Touring Motor Glider is a cross between a pure glider and a pure aeroplane.

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# FLIGHT TRAINING IN AFRICA

When looking for a flight school to start your Ab initio flight training keep in mind that the availability and quality of these programs may vary from one country to another.

**South Africa:** South Africa is a popular destination for flight training in Africa. Several flight schools in the country offer ab initio flight training programs. Some well-known institutions include 43 Air School, Flight Training College, and Stellenbosch Flying Club. South Africa has a well-developed aviation industry and offers training for various licenses and certifications, including Private Pilot Licenses (PPL) and Commercial Pilot Licenses (CPL).

**Kenya:** Kenya also has flight schools and training programs. The East African School of Aviation (EASA) in Nairobi, for example, offers ab initio flight training, including private and commercial pilot programs.

**Nigeria:** Nigeria has flight schools such as the Nigerian College of Aviation Technology (NCAT) and International Aviation College (IAC). These schools provide training for individuals aspiring to become professional pilots.

**Egypt:** Egypt offers ab initio flight training through institutions like the Egyptian Aviation Academy. They provide training for various pilot licenses and offer a range of aviation courses.

**Ghana:** In Ghana, the Ghana Civil Aviation Training Academy (GATA) offers flight training programs for those seeking to become pilots. They have courses for private and commercial pilot licenses.

**Tanzania:** The Tanzania Civil Aviation Training Centre (CATC) provides flight training programs, including private pilot courses, for aspiring aviators.

When considering ab initio flight training in Africa, there are several factors to consider:

**Accreditation and Licensing:** Ensure that the flight school and training program are accredited by the relevant aviation authority in the country. The training should lead to the issuance of licenses recognized internationally.

**Facilities and Aircraft:** Look for schools with modern training facilities and a fleet of well-maintained aircraft. The quality of the aircraft used for training is crucial for safety and learning.

**Instructors:** Experienced and qualified flight instructors are essential for a successful training program. Check the credentials and experience of the instructors.

**Cost:** Flight training can be expensive. Compare the costs of training programs, including tuition, aircraft rental, and other associated fees.

**Duration:** Understand the duration of the program and any prerequisites for entry.

**Job Placement:** Some flight schools may offer job placement assistance or partnerships with airlines, which can be beneficial for new pilots.

Before enrolling in a program, it's advisable to research and visit the flight school, speak with current or former students, and ensure the program aligns with your aviation career goals. Additionally, contact the relevant aviation authority in the country to confirm the legitimacy of the training program.



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# SIMULATORS

**The integration of advanced flight simulators into African flight training heralds a new era in aviation education. These sophisticated training devices are not just changing the way pilots are groomed; they are also adeptly addressing the challenges of accessibility, cost, and safety within African aviation.**

As African nations continue to invest in simulators and foster strategic partnerships, they are laying a solid foundation for a brighter and more secure future in the African skies.

As technology continues to advance and training methodologies evolve, African aviation stands to benefit from safer, more accessible, and cost-effective pilot training. This, in turn, will further bolster the continued growth of the aviation industry on the continent, positioning Africa as a pivotal player within the global aviation landscape. In the ever-evolving world of aviation, flight training stands as an indispensable cornerstone, shaping

aspiring pilots into competent professionals endowed with the skills and knowledge required to operate aircraft safely and efficiently. While real-life flight experiences are undeniably invaluable, the emergence of flight simulators has ushered in a transformative era in pilot training.

Simulators offer a secure and controlled environment, providing trainees with the ideal platform to hone their skills, cultivate rapid responses during emergencies, and gain proficiency in operating a diverse range of aircraft. These state-of-the-art tools simulate a myriad of flight scenarios, spanning take-offs, landings, and critical situations, all within a risk-free setting. The result is a cadre of pilots who are not only better equipped to navigate the skies but also contribute significantly to bolstering safety standards and competence within the aviation industry.

Yet, Africa faces unique challenges when it comes to flight training. These include constrained access to aircraft, prohibitive training costs, and concerns about safety due to the dearth of appropriate training infrastructure. These challenges have compelled many aspiring African aviators to seek training abroad, incurring substantial expenses and grappling with cultural and linguistic disparities.





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### AURES AVIATION

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PPL CPL, ALT, IR

Aurès Aviation's fleet of ten aircraft consists of Piper PA-38, Piper Arrow PA-28, Cessna 150 and Cessna 340 as well as a ALSIM flight simulator and ALX model, as well as a helicopter simulator

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#### COURSES OFFERED

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Gaborone  
Tel: +267 391 3573  
Website: [www.flyias.net](http://www.flyias.net)



## BURKINA FASO

### AIR BURKINA

Email: [ouaga@airburkina.bf](mailto:ouaga@airburkina.bf)  
Tel: 226 50 307676



## BURUNDI

### ACTIVE AVIATION TRAINING



## CAMEROON

### CAMAIR CO

Boulevard de la Liberté, BP 4852  
Tel: +237 11 42 20 10



## CANARY ISLANDS

### ACTIVE AVIATION TRAINING (UK OFFICE)



## CAPE VERDE

### ACTIVE AVIATION TRAINING (UK OFFICE)



## CENTRAL AFRICAN REPUBLIC

### ACTIVE AVIATION TRAINING



## CHAD

### ACTIVE AVIATION TRAINING

### RJM AVIATION

Ndjamena International Airport  
Tel: 235 22 52 39 42  
Training on: ATR 72-500, EMB 120, BE200,  
PA31T



## COMORES

### ACTIVE AVIATION TRAINING (UK OFFICE)



## CONGO BRAZZAVILLE

### TRANS AIR CONGO

Aéroport International Airport Agostino Neto  
Pointe-noire  
Tel: +242 81 10 46





## EGYPT

### ATIS AVIATION ACADEMY

Maadi Cornish Cairo, 11254

Tel: +202 252646

Proudly we are the first private aviation school in Egypt

#### COURSES OFFERED

PPL, Ground School Classes

### EGYPT AVIATION ACADEMY

Airport El-Wahat Road, Cairo, 44266

Tel: +20 0238 28 5500

#### COURSES OFFERED

Flight School (airplane), Aircraft Mechanic, Aviation Degree, Air Traffic Controller Courses offered: PPL, CPL, CFI / FI, IR, Multi-Engine (Class Rating), Ground School Classes.

### EGYPTAIR TRAINING CENTRE

Cairo International Airport

Tel: +202 (0) 2265-1471

#### COURSES OFFERED

Flight School (airplane), Aircraft Mechanic, Flight Attendant Courses, Class/Type Ratings, Class / Type Rating Courses

Training on: Airbus 318, Airbus 319, Airbus 320, Airbus 321, Airbus 330 – 200, Airbus 340, Boeing 737 – NG, Boeing 777.

### WATANYA AIR

Wurghada airport, 6 Akkad towers, 1st floor, Embassies District, Nas, Cairo

Tel: +2-02-26778504

#### COURSES OFFERED

Flight School (airplane) Helicopter Pilot, Flight Attendant Courses, Aircraft Dispatcher Courses. Multi-Time Building, Class/Type Ratings, Air Traffic Controller Training

#### COURSES OFFERED

PPL, CPL, CFI / FI, ATPL, Ground School, EASA ATPL Integrated Course, Night Rating, Multi-Crew Cooperation Course (MCC), IR, Flight

Instructor – Instrument, Multi-Engine (Class Rating), Flight Instructor - Multi-Engine (MEI), Seaplane Rating, Jet Orientation Course (JOT), Aerobatics, Tailwheel, Mountain Flying Display, Staff Examiner(s), Ground School Classes Type Rating Courses; Airbus 320, Boeing 737 – Classic, Boeing 737 - NG



## ETHIOPIA

### ETHIOPIAN AVIATION ACADEMY

Bole International Airport, Addis Ababa, 1755

Tel: +251 11 6615272

#### COURSES OFFERED

Cabin Crew Training School, Marketing & Ground Operations Training School, Pilot Training School, Aviation Maintenance Technician School, Technical Recurrent Training School, Leadership Training.

Flight School (airplane), Aircraft Mechanic, Flight Attendant Courses, PPL, CPL, CFI / FI, IR, Multi-Engine Class Rating.

Comment: The Academy consists of a Cabin Crew Training School, Marketing & Ground Operations Training School, Pilot Training School, Aviation Maintenance Technician School, Technical Recurrent Training School, Leadership Training

### ABYSSINIAN FLIGHT SCHOOL

Bole Kifle Ketema Kebele 01/03, Addis Abeba,

Tel: 251 (0) 116 620622

#### COURSES OFFERED

Private Pilot License, Commercial Pilot License, Instrument Rating, Multi-engine Rating

Comment: Currently we operate 2 Thielert engine equipped Cessna 172, 1 Diamond DA40 single engine aircraft and 1 Diamond Aircraft DA42 twin engine aircraft equipped with the same type of engine in our flight training school.



## GABON

### ACTIVE AVIATION TRAINING (UK OFFICE)







## GHANA

### ACTIVE AVIATION TRAINING (UK OFFICE)

Buckman Aviation College Accra Ghana  
CEO: Daniel Forson Buckman  
TEL: +233 (0) 54 296 6257

#### COURSES OFFERED

Flight School (airplane), Flight Attendant Courses, Jet Orientation Course (JOT)  
Contact Buckman Aviation College for your Cabin Crew, Air Hostess or Flight Attendant Training. We offer Airline Ticketing and Reservations training and job opportunities with the airlines, airport and Travel Agencies.

### MISH AVIATION FLYING SCHOOL

Tema, Ghana  
Tel: +233 (0) 302 91 6350

#### COURSES OFFERED

Flight School (airplane), PPL, CPL, ATPL Night Rating, IR, Multi-Engine (Class Rating, Mountain Flying, Staff Examiner(s), CBT Training, Ground School Classes  
Training on: Fixed wing  
Mish Aviation is a premier flight training organization in Accra, Ghana, offering Pilot training to certification in accordance with the FAA syllabus.



## GUINEA

### ACTIVE AVIATION TRAINING (UK OFFICE)



## GUINEA BISSAU

### ACTIVE AVIATION TRAINING (UK OFFICE)



## IVORY COAST

### ACTIVE AVIATION TRAINING



## KENYA

### FLIGHT TRAINING CENTRE

Flight Training Centre Wilson Airport, Nairobi  
Tel: +254 022 574015

#### COURSES OFFERED

PPL, CPL, ALTP, MPL, NR, CFI/FI, MEI, IR  
Comment: Our training aircraft are the C-152, C-172, BE55/58/76 and PA34 plus the state of the art 3 motion Redbird FMX 1000 Flight simulator.

### KENYA SCHOOL OF FLYING

Wilson Airport  
Tel: +254 20 6008282

#### COURSES OFFERED

Flight School (airplane), PPL  
Since the college's conception in mid-1992 it has proved to be Kenya's premiere flight training establishments for fixed wing pilots, many of whom are currently successful in global aviation.

### NAIROBI FLIGHT TRAINING LTD

P.O. Box, 16050-00100, Nairobi,  
Tel: +254 7528606479  
Website: [www.nairobiflighttraining.com](http://www.nairobiflighttraining.com)

#### COURSES OFFERED

Flight School (airplane), Multi-Time Building, PPL, CPL, ATPL, Multi Pilot License, CFI / FI), Flight Instructor – Instrument, Flight Instructor - Multi-Engine (MEI), Night Rating, IR, Instrument (restricted), Multi-Engine (Class Rating)

### PROACTIVE AIR SERVICES

Wilson Airport, Nairobi  
Tel: +254 772292016

#### COURSES OFFERED:

Flight School (airplane), PPL, CPL, Night Rating, IR, Multi-Engine (Class Rating), Ground School Classes.  
Training on: Fixed Wing Aircraft.



## SKYLINK FLIGHT SERVICES

Wilson Airport, Antipest Bld. 2nd Floor, Nairobi.  
Tel: +254 20 6000 183

### COURSES OFFERED

Flight School (airplane), PPL, CPL, CFI / FI, IR, Multi-Engine (Class Rating), EFIS Display, Ground School Classes.

Training on: Fixed Wing Aircraft

## STANDARDS AVIATION LTD

Kenya Aeronautical Building, 2nd Floor, Wilson Airport,  
Tel: +254 706 091811

### COURSES OFFERED

Flight School (airplane), PPL, CPL, CFI / FI), ATPL, IR, Multi-Engine (Class Rating), Staff Examiner(s), Ground School Classes.

Training on: Fixed wing aircraft

## NINETY NINES FLYING SCHOOL

Nairobi City Wilson Airport.  
Tel: +254 728606479

Training for: PPL, CPL, CFI / FI, ATPL, Night Rating, IR, Flight Instructor – Instrument, Multi-Engine (Class Rating), Flight Instructor - Multi-Engine (MEI), Staff Examiner(s), CBT Training, Ground School Classes  
Training on: Fixed Wing Aircraft



## LIBERIA

### ACTIVE AVIATION TRAINING (UK OFFICE)



## LIBYA

### ACTIVE AVIATION TRAINING (UK OFFICE)



## MADAGASCAR

### ACTIVE AVIATION TRAINING (UK OFFICE)



## MALAWI

### ACTIVE AVIATION TRAINING (UK OFFICE)



## MALI

### ACTIVE AVIATION TRAINING (UK OFFICE)



## MAURITANIA

### ACTIVE AVIATION TRAINING (UK OFFICE)



## MAURITIUS

### ACTIVE AVIATION TRAINING (UK OFFICE)



## MAYOTTE

### ACTIVE AVIATION TRAINING (UK OFFICE)



## MOROCCO

### GROUPE CFPNG-IATC

International Airline Training Centre,  
19, Avenue Oqba, Agdal Rabat, Morocco  
Tel: +212 5 37 68 26 23

### COURSES OFFERED

Flight School (airplane), Flight Attendant Courses, PPL, CPL, IR, CBT Training, Ground School Classes



## MOZAMBIQUE

### ACTIVE AVIATION TRAINING (UK OFFICE)





## NAMIBIA

### SIGNA AVIATION SERVICES (PTY) LTD

Aviation Road, Eros Airport, Windhoek

Contact: Petrus Weinrebe

Tel: +264833390094

Email: info@signaaviation.com

Website: www.signaaviation.com

Training offered: PPL, IR, CPL, Night rating, ALTP, Instructors

Training on: Fixed wing aircraft, Helicopters, Light Sport Planes

Namibia, with approvals for Namibia, Botswana, Angola, Mali, Senegal and Mozambique.

We offer training from SEP to Regional Jets.



## NIGER

### ACTIVE AVIATION TRAINING (UK OFFICE)



## NIGERIA

### NIGERIA COLLEGE OF AVIATION TECHNOLOGY

Zaria Aerodrome, Samaru Zaria Kaduna State, P.M.B 1031, Zaria, 234

Tel: +234 8035-905864

Fleet: Socata Tampico-TB9, Socata Trinidad-TB20, Beech Baron 58

#### COURSES OFFERED

Flight School (airplane), Aircraft Mechanic, Flight Attendant Courses, IR Traffic Controller Training, PPL, CPL, Flight Instructor (CFI / FI), Night Rating, IR

Staff Examiner(s), CBT Training, Ground School Classes

### EAGLEAIR FLIGHT TRAINING CENTRE

133 Agbor Road, Benin, 23452

Tel: +234 8091131759

#### COURSES OFFERED

Flight School (airplane), PPL, CPL, CFI / FI, Night Rating, IR, Flight Instructor – Instrument, Multi-Engine (Class Rating), Mountain Flying, CBT Training, Ground School Classes

## INTERNATIONAL AVIATION COLLEGE

Ilorin International Airport, Ilorin

Tel: +234 810-037-6776

#### COURSES OFFERED

Flight School (airplane), PPL, CPL, CFI / FI, Night Rating, IR, Flight Instructor – Instrument, Multi-Engine (Class Rating), Flight Instructor - Multi-Engine (MEI) EFIS Display Staff Examiner(s), CBT Training, Ground School Classes

## MISH AVIATION FLYING SCHOOL

Block 4, Flat 1, Gwaram Close, Aera 3, Garki, Abuja

Tel: +234 704 337 1122

## INTERNATIONAL AVIATION COLLEGE

Ilorin International Airport, Ogbomosho-Ilorin Rd, 240243, Ilorin, Nigeria

Tel: +234 810 037 6776

Training offered: PPL, CPL, CFI/FI, NR, IR, flight instructor, Multi engine, ground school classes

## CONTINENTAL AVIATION SCHOOL (CAS)

39, Abeokuta/Lagos express way, Brewery, Abeokuta, Ogun State, Abeokuta North 110101, Abeokuta, Nigeria

Tel: +234 813 269 2068

## UNIVERSAL SCHOOL OF AVIATION

136 Isolo Road/Ikotun Rd, Egbe, Lagos

Tel: +234 805 584 9779

## AEROPORT COLLEGE OF AVIATION AND TRAVEL MANAGEMENT

41 Osolo Way, by 7&8 Bus Stop, Airport Rd, 100001, Lagos

Tel: +234 1 290 0659



## REUNION

### ACTIVE AVIATION TRAINING (UK OFFICE)





## RWANDA

**ACTIVE AVIATION TRAINING  
(UK OFFICE)**



## SÃO TOMÉ

**ACTIVE AVIATION TRAINING  
(UK OFFICE)**



## SENEGAL

**ACTIVE AVIATION TRAINING  
(UK OFFICE)**



## SEYCHELLES

**ACTIVE AVIATION TRAINING  
(UK OFFICE)**



## SOMALIA

**ACTIVE AVIATION TRAINING  
(UK OFFICE)**



## SOUTH AFRICA

### 43 AIR SCHOOL

Contact: Attie Niemann

Address: Port Alfred Airport, Port Alfred

Tel: 045 604 3606

Email: fly@43airschool.com

Website: www.43airschool.com

### COURSES OFFERED

PPL, IR, CPL, Night Rating, ALTP, Instructors

Training on: Fixed Wing Aircraft

The Award Winning Africa's largest flight school and the only one that offers integrated Cpl & Atpl through to Airline Type Ratings on B738NG and Airbus A320. Offering ICAO + EASA theory. 50+ Aircraft 45+ Instructors and a full live on campus with its own Airfield and accommodation. Full e-offering on all its academics and full time Ground school as well as online

### AAA 4 PILOTS

Hanger Number 8, Virginia Airport Durban

Contact Person: Faizal

Email: info@aaa4pilot.com

Telephone: +27 84 893 8341

Website: www.aaa4pilot.com

Training Programs: • PPL • IR • CPL • Night Rating • ATPL • Instructors

Training Offered on: • Fixed Wing Aircraft

AAA 4 PILOTS is one of the leading pilot training organisations in South Africa established by experienced aviation professionals for you. Our mission is to train pilots to the very highest standard of excellence in aviation, safety, education, competency, command and to achieve their individual, personal and professional aviation goals. The South African Civil Aviation Authority (SACAA) approved qualification offers valuable experience and professional pre-employment skills that give our students a flying start to their aviation career. If you've always dreamed of flying, either as an aviation enthusiast or as a commercial pilot, our first-class training programs can help you get your journey off the ground and put your aspirations within reach

### ACCOLADE AVIATION

Tel: 083 679 7798

Email: accoladeflightschool@live.com

### AERONAV ACADEMY

Gate 9a, Lanseria Airport.

Tel: 011 701 3862

Email: info@aeronav.co.za

Website: www.aeronav.co.za

Training offered: PPL, Night Rating, CPL, Flight Instructor, Instrument Rating, ALTP, Multi Engine Rating, Multi Engine IFR/IR, EFIS display

### AERO SPORT CT

Hangar A 4 Cape Winelands Airport (Old Fisantekraal) Durbanville

Tel: 083 675 3541

Email: training@aerosport.co.za

www.aerosport.co.za

Training for: PPL, IR, CPL, Night Rating, Instructors



Training on: Fixed Wing Aircraft, Microlight, Light Sport Aircraft, Helicopters  
We do training on PPL, LSA, Microlight and Gyro copters

We also do maintenance on all NTCA airplanes included Compass swing, Pitot Leak test and Transponder calibration test

### **AFRIKA UNION AVIATION ACADEMY**

Mafikeng, South Africa

Tel: 018 385 1080

Training offered: PPL, CPL, ATPL, Night rating, Instrument rating, Instructor's rating, Multi engine rating, Turbine rating, foreign licence validations, Radio Licence, Type Conversations and initial twin conversions, Hire and fly

Comment: We are a full time residential flight training organisation that promotes the highest possible standard of training and airmanship.

### **AFOS FLIGHT TRAINING SCHOOL**

Rand Airport, Hangar 40, Lancaster Avenue

Email: fly@afos.co.za

Website: www.afos.co.za

Training offered: PPL, Night Rating, CPL, Flight Instructor, Instrument Rating, Multi Engine Rating, Multi Engine IFR/IR, Multi Engine Sim Training, Type Rating(s). Additional ground school, seminars, PPL, CPL, ME, IFR, IR, ATP, ATPL / Frozen ATPL Exams

Training offered on: Fixed Wing Aircraft

Comment: Ab-initio PPL (Private Pilot Licence) pilot training is conducted on ultra modern Tecnam range aircraft. The two-seater aircraft has outstanding handling capabilities which make it one of the world's best flight training planes. Private & Commercial Pilot flight training is also conducted on the world-renowned Cessna C172.

### **AIRBORNE AVIATION FLIGHT SCHOOL**

Contact: Sam Berriman

Address: Cnr Van Dyk and Airport Drive, Delpark, Benoni Brakpan Airport

Tel: 074 113 2911

Email: sam@airborneaviation.co.za

Website: www.airborneaviation.co.za

Training for: PPL, IR, CPL, Night Rating, ALTP,

Instructors

Training on: Fixed Wing Aircraft

Airborne Aviation is a flight school that has undergone change since its inception and has adopted the new CAA Aviation requirements, in order to professionalize the aviator to present- day standards, but still continue to maintain its traditions since 1963. We have seen many individual students passing through our classrooms, acing their examinations with hard work and assistance from their dedicated Instructors and lecturers. Aircraft Fractional Ownership Service (AFOS), Germiston, South Africa Tel: 011 827 4125

Training offered: PPL, CPL, CFI / FI, Night Rating, IR, Flight Instructor – Instrument, Multi-Engine (Class Rating), Staff Examiner(s). CBT Training, Ground School Classes

### **ALGOA FLYING CLUB (FLIGHT TRAINING DIVISION)**

21 Boeing Street, Chief Dawid Stuurman International Airport, Port Elizabeth, 6001

Email: info@algoafc.co.za

Telephone: +27 415813274

Website: www.algoafc.co.za

Contact Person: Sharon-Rose Mugridge

Training Programs: PPL, IR, CPL, Night Rating, ALTP, Instructors

Training Offered on: Fixed Wing Aircraft

The Nelson Mandela Bay Area's Premier Not-For-Profit Flying Club, established in 1956. It is an organisation that has long established roots and is highly respected in South Africa.

Amongst our members are pilots from all walks of life, which include many seasoned flying instructors and seasoned airline pilots. It's the shared experience that helps to make the Algoa Flying Club the right place to earn your wings. We are proud of our high standard of training which, combined with a personal touch and rich history, sets us apart from other training organisations. Uniform high standards and consistent training methods are the hallmarks of our training system. The full range of training for the Private Pilot Licence, Night Rating, Commercial Pilot Licence, Instrument Rating, Airline Transport Pilot Licence and Instructor Rating is offered, either full or part time. We



boast a fleet of Cessna 150's, Cessna 152's, Cessna 172's, a Cessna 172Rg, Mooney and a Piper Comanche. We are also an approved SACAA Examination Centre and Language Proficiency Testing Centre and Pilot Shop. Be the best Pilot you can be with the Algoa Flying Club

Whether you aspire to be a recreational pilot or pursue a professional career in aviation, we offer the most affordable path to learn how to fly. Our rental fleet is sure to suit your needs for business, leisure, and everything in between.

### **ALPI FLIGHT ACADEMY SACAA/1019/ATO**

Hangar E10, Jack Taylor Airfield, 1 Barta St Delporton

Krugersdorp West 1742

Contact: Dale de Klerk

Tel: 082 556 3592

Email: dale@alpiaviation.co.za

Website: www.alpiaviation.co.za

Training For: PPL, CPL, Night rating. Instructors  
Training on: Fixed wing, Micro lights, Light Sport Planes, Gliders  
Tailwheel training, Balloon Pilot training

### **APTRAC AVIATION**

Walmer, Port Elizabeth

Tel: 041 581 0327

Training for: PPL, CPL, CFI, ALTP, NR, IR, ground school classes

Training offered on: Fixed wing, helicopters

Comment: Aprtac Aviation's flight school offers great advantages to the prospective student pilot because of our high quality training.

### **ATS TRAINING**

Midrand

Tel: 011 315 4391

Training offered: PPL, CPL, CFI / FI, ATPL, Night Rating, Instrument Rating (IR). Flight Instructor – Instrument, Mountain Flying, CBT Training, Ground School Classes, Type Rating Courses, Cessna 301 Crusader, Cessna 401 / 411, Cessna 402 / 404, Cessna Caravan, Pilatus PC-12, Piper Seneca

Comment: ATS Training is a client orientated business giving the best training available on both Aeroplanes and Helicopters.

### **AVIATION4SA**

44B Patricia Road, Ballito

Contact: Craig Wood

Email: craig@aviation4sa.co.za

### **AVIC INTERNATIONAL FLIGHT TRAINING ACADEMY**

PO Box 2535, George, 6530.

Website: www.aifa.co.za

Email: info@aifa.co.za

Training offered: PPL, Night Rating, CPL, Flight Instructor, Instrument Rating, Multi Engine Rating, Multi Engine IFR/IR, Multi Engine Sim Training. Additional ground school / seminars. Computer Based Training & Exam Prep, PPL, CPL, ME, IFR, IR, ATP / ATPL / Frozen ATPL Exams. Flight college or university program

### **AVCON JET AFRICA**

Main Terminal Building, Grand Central Airport, New Road, Midrand.

Tel: 011 3125676

Email: office@avconjet.co.za

Website: http://www.avconjet.training

### **COURSES OFFERED**

PPL, CPL, Night Rating, ALTP, Instructors, IR, Multi Engine

Training on: Fixed Wing Aircraft, Light Sport Planes, KingAir 200

### **AVEX AIR TRAINING (PTY) LTD**

Aeroporto Spartan Ext 2, Kempton Park

Contact: Pilot shop: Lebogang Mashigo

Tel: 011 974 4855

Email: lebo@avexair.com

Website: www.avexair@iafrica.com

Avex Student Pilot Study Notes and Pilot Shop Supplies.

Our benchmark manuals offer students the best of our more than 55 years of expertise in the aviation industry



## **BALLITO MICROLIGHT SCHOOL**

X1 Esenembi Road, Compensation, Portion 6 of Farm 868, KZN

Contact: Anthony Holdcroft

Tel: 082 659 5550

Email: ballitomicrolights@gmail.com

Website: www.microlights.co.za

Training offered on: Fixed wing aircraft,

Microlight, Light Sport Aircraft

Ballito Microlights is a SACAA Approved

Declared Training Organisation (SACAA/0004/

DTO), specializing in National Pilots License

(NPL) training. We offer training for Light Sports

Aircraft (LSA), Weight Shift Controlled Microlights

(WCM) and Conventionally Controlled Microlights

(CCM) licenses.

## **BLUE CHIP FLIGHT SCHOOL**

1st Floor - Main Terminal Building, Wonderboom Airport. Pretoria.

Tel: 012 543 3050

Email: marketing@bluechip-avia.co.za

Website: www.bluechipflightschool.co.za

Training offered: PPL, Night Rating, CPL, ,

IR, Multi Engine Rating, Multi Engine IFR/IR,

, Instructor's Rating, ALTP., Ground school,

Examination Centre, PPL, NR.

School Classes

## **BLUE SKY AVIATION**

General Aviation Hangers George Airport, 6539

Email: info@blueskyaviation.co.za

Tel: +27 44 876 0007

Training on: Helicopters

## **BORDER AVIATION CLUB AND FLIGHT SCHOOL**

East London Airport, East London

Tel: 043 7366 181

Email: admin@borderaviation.co.za

Website: www.borderaviation.co.za

### **COURSES OFFERED**

SPL/LSA, PPL, CPL, NR, , Flight Instructor, IR,

Multi Engine Rating, Multi Engine IFR/IR, Tail

Wheel Pilot Training, Check Pilot Training, ALTP,

Foreign license validation, CP:, ATPL, Instructors

rating, CRM training, DG training, mountain

flying, CBT training, ground school classes

Training on: Fixed Wing Aircraft, helicopters, microlights, light sport planes.

Your personal flight experiences

## **BEVRICK AIR**

Kimberley

Training on: Fixed Wing Aircraft

## **CALCOSA FLIGHT TRAINING**

Block B, 22 Devon Road, Kensington, and

Hangar 20, Rand Airport, Germiston

Tel: 074 106 1972

Website: www.calcosatrainng.co.za

Email: calcosa@amrho.com

SACAA/1133/ATO

### **COURSES OFFERED**

PPL, Night Rating, CPL, Flight Instructor,

Instrument Rating, Multi Engine Rating, Multi

Engine IFR/IR, Multi Engine Sim Training, MCC

& JOC Training, Co-Pilot Line Training, Type

Rating(s): B737-2/3/4/5/6/7/8/9/ Max, A320,

B757/B767, B1900, B200, HS125, PA30, PA31

and Citation 500, Check Pilot Training. Additional

ground school / seminars, PPL, CPL, ME, IFR,

IR, ATP / ATPL / Frozen ATPL Exams, MCC -

Multi Crew Concept, CRM - Crew Resource

Management, Aviation First Aid / Aeromed,

Dangerous Goods / HAZMAT, Other: Multi-

Crew Course, Radio Telephony (General and

Restricted), RVSM, ECAS / TCAS, GNSS, CRM,

ETOPS/

Training on: Fixed Wing Aircraft

Ratings on: Airbus 320, Beech 1900, Boeing 737

- 100 / 200, Boeing 737 - Classic, Boeing 737 -

NG, Boeing 767 - 200 / 300, Citation 500, DHC6

Twin Otter

## **CAPE TOWN FLIGHT TRAINING CENTRE**

Durbanville, Cape Town

Tel: 084 440 7922

Email: info@cape-town-flying.co.za

Courses offered: PPL, NR, CPL, IF, Instructor

Rating, License revalidations and foreign

validations, FNPT1 Simulator on site, Accredited

PPL, NR and Instructors Rating exam centre (3

stations)

Our aircraft include: Cessna 150 (2-seater),



Diamond DA20-C1 Eclipse (2-seater), Piper Warrior (4-seater), Piper Arrow II (4-seater complex single used for COM testing)

### **CAPE TOWN FLYING CLUB**

Douglas Road, General Aviation Area.

Tel: 021 934 0257

Email: [info@capetownflyingclub.co.za](mailto:info@capetownflyingclub.co.za)

Website: [www.capetownflyingclub.co.za](http://www.capetownflyingclub.co.za)

Courses offered: PPL, Night Rating, CPL, Flight Instructor, Instrument Rating. Flight Instructor Instruments, Additional ground school / seminars, PPL, CPL, ME, IFR, IR, Tail wheel, CBT training

Training on: Fixed Wing Aircraft

### **CDC AVIATION (PTY) LTD**

Cirrus Standardised Training Centre

Johannesburg

Training on: Fixed Wing Aircraft

### **CIVAIR TRAINING**

Address: Cape Town International Airport

Tel: 021 934 4488

Training offered on: Helicopters and Fixed Wing  
Training offered: PPL, CPL, CFI/ FI, night ratings. IR, Flight Instructor Instruments, Multi Engine, CBT training, ground courses, conversions

### **CLASSIQUE AVIATION**

Johannesburg

Email: [info@classiqueaviation.com](mailto:info@classiqueaviation.com)

Tel: 0778 920 2693

Training offered on: Fixed Wing Aircraft  
We are highly regarded as having one of the best training programs in Africa and invite students from across the continent to acquire their aviation accreditation with us.

### **CONLYN AVIATION TRAINING**

Lanseria, South Africa

Tel: 082 652 0882

Training offered for: PPL, CPL, CFI / FI, ATPL, Night Rating, IR, Flight Instructor – Instrument, Multi-Engine (Class Rating), Flight Instructor - Multi-Engine (MEI), Jet Orientation Course (JOT), EFIS Display, Staff Examiner(s), CBT Training  
Ground School Classes, Class / Type Rating

Courses, Beech Baron, Citation Mustang, CJ 2  
Training on: Cessna 401 / 411, Cessna 402 / 404, Cessna Caravan, Cessna Conquest, King Air 90, King Air 200, King Air 300 / 350, Beech 1900, Beech jet 400, Premier Jet, Let L410 / L420, Piper Twin Comanche

### **CRANFIELD AVIATION TRAINING (PTY) LTD**

Address: 90 Fourth Road, Chartwell

Contact: Deirdre Ward

Email: [deirdre@cranfield.co.za](mailto:deirdre@cranfield.co.za)

Tel: +27832645098

Website: <http://www.cranfield.co.za>

Training for: all aviation personnel including aircrew, ground crew, drone pilots, cabin crew  
Training soft skills for all in aviation

Description: We train more than eighty soft skills for the aviation industry and have been around for 21 years.

Cranfield offers more than 70 online Aviation courses and the approximately the same number in the classroom. The company was formed in 2000 and has grown in both the number of courses offered, and the number of staff employed both in the admin department and their highly experienced Instructors training these subjects.

Cranfield will train at your facility if required, or via zoom/teams, and of course online as stand-alone courses in many of the subjects.

We are constantly adding more courses to our timetable and are always open to requests for new courses where we have the intellectual skills and the experience in the field to give value to the industry.

### **DEAL ALLIANCE AVIATION GROUND TRAINING**

Cape Town

Tel: 0824958179

Email: [info@dealalliance.co.za](mailto:info@dealalliance.co.za)

### **COURSES OFFERED**

All Ground School subjects, CRM, SMS PBN, Restricted Radio courses and Language testing





## **DJ AVIATION**

Building 8, Parc Nicol, 3001 Nicol Drive,  
Bryanston 2181

Contact: Jackie Niewoudt

Tel: 011 463 5550

Email: mail@dja-aviation.co.za

Web: www.dja-aviation.co.za

DJA Aviation creates aviation insurance programs for its clients that are perfectly balanced in the critical areas of cost, coverage, service and security. In addition, DJA Aviation's long-standing and close relationships with the insurers who underwrite its products – locally, regionally and internationally – ensure that a DJA Aviation client is in the best possible hands when losses occur.

## **EAGLE AIR**

Wonderboom National Airport Hanger 58 A  
Pretoria

Tel: 012 543 1929

### **COURSES OFFERED**

PPL, CPL, CFI / FI, ATPL, EASA ATPL. Ground School, MPL, Night Rating, IR, Flight Instructor – Instrument, Multi-Engine (Class Rating), Flight Instructor - Multi-Engine (MEI)

## **EAGLE FLIGHT ACADEMY**

Stand 5 B, New Tempe Airfield, Bloemfontein, 9300.

Tel: 051 007 0007

Website: www.eagleflight.co.za

Email: training@eagleflight.co.za

### **COURSES OFFERED:**

PPL, IR, CPL, Night Rating, Flight Instructor  
Training on: Fixed Wing Aircraft  
Eagle Flight Academy specialises in providing premium flight training to international and domestic clients who wish to achieve genuine operational capability through a multitude of training phases up to and including the Commercial Pilot License with multi-engine Instrument Rating (CPL/IR (ME)).

## **EAST RAND GLIDING CLUB**

Ekhuruleni East ( Springs ) Airfield

Email: trevor@think.co.za

Telephone: 0825520848

Website: Ekhuruleni East Flying Club  
(springsairfield.co.za)

Contact Person: Trevor

Training Programs: NPL with TMG Rating

Training Offered on: Touring Motor Gliders

We are one of the few pure Touring Motor Gliding Schools and club in South Africa

## **FLIGHT TRAINING COLLEGE**

Hangar 27, George Airport

Tel: 044 876 9055

Website: www.flighttraining.co.za

Email: ftc@flighttraining.co.za

### **COURSES OFFERED**

PPL, Night Rating, CPL, Flight Instructor, Instrument Rating, Multi Engine Rating, Multi Engine IFR/IR, Multi Engine Sim Training. Additional ground school / seminars. PPL, CPL, ME, IFR, IR.

Training on fixed wing aircraft

## **FLIGHT SAFETY AFRICA**

19 Forest Gardens Estate, Hunters Estate Drive  
Rexford, Knysna, 6571

Email: info@flightsafetyafrica.com

Tel: 083 263 4439

www.flightsafetyafrica.com

Offshore helideck crew training, Helideck Assistant

Helicopter Landing Officer, Helideck Emergency Response Training

Offshore Heli Refuelling, Offshore Meteorological weather interpretation

## **FLIGHT TRAINING SERVICES**

Grand Central Airport. Midrand, 1685

Tel: 011 805 9015

Email: fly@fts.co.za

Website: www.fts.co.za/home.html

Courses offered: PPL, Night Rating, CPL, Flight Instructor, Instrument Rating, Multi Engine Rating, Multi Engine IFR/IR, ground school seminars

Training offered on: Fixed Wing Aircraft



## **FOCUS AIR FLIGHT SCHOOL**

Hangar no.7, 1st Floor, Virginia Airport, Durban North, 4051

Kwa-Zulu Natal

info@focusair.co.za

Tel: 031-3139786

Website. www.focusair.co.za

Contact person. Fathima Khan

SACAA/1174/ATO

Training Programs: Private Pilot's License. Night Rating, Commercial Pilots License. Instrument Rating, Instructors, ATPL

Training is offered on fixed wing aircrafts.

What sets our school apart from others?

At Focus Air we create a culture that strives for excellence and nurtures the qualities expected of a Professional Pilot by providing the highest quality flight training in a professional and safe environment

## **GRYPHON FLIGHT ACADEMY**

Lanseria International Airport, Lanseria 1748.

Website: www.gryphonflight.co.za

Email: info@gryphonflight.co.za

### **COURSES OFFERED**

Instrument Rating, Multi Engine Rating, Multi Engine IFR/IR, Multi Engine Sim Training, Type Rating(s): CE500, C208, B190, B200, J41, PC12. Additional ground school / seminars. ATP / ATPL / Frozen ATPL Exams, MCC - Multi Crew Concept

Training on: Fixed Wing Aircraft

## **HELIVATE HELICOPTER SERVICES**

Jack Taylor Airfield, Krugersdorp

Contact: Hayley Cumming

Tel: +27845831569

Email: hayley@helivate.com

Website: http://www.helivate.com

### **COURSES OFFERED**

PPL, CPL, Night Rating, Instructors

Training on: Helicopters

Description: Helivate for all your Helicopter training requirements

## **HENLEY AIR FLIGHT**

Contact: Jannnie Du Toit

Hanger No.1, Swellengrebel Airfield, Swellendam Western Cape. 6740

Email: info@heritageaviation.co.za

Tel: 076 555 1777

Website: www.heritageaviation.co.za

### **COURSES OFFERED**

PPL, IR, CPL, Night Rating, ALTP, Instructors Training on: Fixed Wing Aircraft

Heritage Aviation is a dedicated flight training organisation that provides premium training solutions to all clients who wish to pursue a professional flying career, be it for commercial or leisure purpose.

## **HERITAGE AVIATION**

Contact: Jannnie Du Toit

Hanger No.1, Swellengrebel Airfield, Swellendam Western Cape. 6740

Email: info@heritageaviation.co.za

Tel: 076 555 1777

Website: www.heritageaviation.co.za

### **COURSES OFFERED**

PPL, IR, CPL, Night Rating, ALTP, Instructors Training on: Fixed Wing Aircraft

Heritage Aviation is a dedicated flight training organisation that provides premium training solutions to all clients who wish to pursue a professional flying career, be it for commercial or leisure purpose.

## **INDIGO HELICOPTERS**

Onverwacht

Tel: 072 290 6815

Email: fly@indigohelicopters.co.za

### **COURSES OFFERED**

PPL, CPL, Game Rating, Night Rating, IR

Training on: Helicopters

## **JOHANNESBURG FLYING ACADEMY**

Contact: Alan Stewart

Address: Hanger 9, Panorama Airfield Kromvlei Road, Alberton

Email: info@jhbfflying.co.za

Tel: 0837023680

Website: www.jhbfflying.co.za



## **COURSES OFFERED**

PPL, CPL, Night Rating, Instructors  
Training on: Fixed Wing Aircraft, Light Sport Planes

Johannesburg Flying Academy established in 1984, are a SACAA approved Flight Training Facility situated South of Johannesburg. Due to our unique location at Panorama airfield, no time is wasted flying to and from the general flying area or on the ground waiting for flight clearances.

Johannesburg is an ideal location for flight training, owing to our year-round favorable flying conditions.

JFA offer professional training by dedicated and qualified instructors for National Pilot Licence (NPL), PPL, CPL, IR, Night rating, Tailwheel rating, Renewals, Conversions.

Endorsements, in a relaxed, professional environment.

Training is carried out, 7 days a week, on our modern fleet of 2-seater, Sling, Bushcat Aircraft and tailored to your individual needs. The course includes all required lectures, briefings, and course materials. Our accredited Exam center ensures that exams can be written to suit your schedule.

## **JNC HELICOPTERS**

Durban

Tel: 031 563 9513

Email: flightops@choppers.co.za

Training on: Helicopters

## **JOHANNESBURG SCHOOL OF FLYING**

Building 3, Rand Airport

Johannesburg

Tel: 011 827 9827, 011 824 3990

Email: info@jsf.co.za

www.jsf.co.za

## **COURSES OFFERED**

PPL, IR, CPL, Night Rating, ALTP, Instructors

Training on: Fixed Wing Aircraft

Training world class pilots since 1981.

Johannesburg's largest pilot academy

## **KERSHAL AVIATION**

62 Granite Road, Witkoppen Ext 6

Contact: Ray Ledlie

Tel: 083 326 4474

Email: shauni@kershalaviation.com

Web: www.kershalaviation.com

Training for: Soft Skills e-learning

## **KESTREL FLIGHT SCHOOL**

Springs

Training on: Microlight, Light Sport Aircraft

## **KOMATI FLIGHT ACADEMY**

Malelane

Tel: 011 965 6205

Email: info@fun2fly.co.za

Training on: Microlight, Light Sport Aircraft

## **KRUGERSDORP FLYING CLUB**

Johannesburg

Training on: Fixed Wing Aircraft

Krugersdorp (Jack Taylor) Airfield is a licensed airport, situated 2nm west of Krugersdorp, now known as Mogale City.

## **LANSERIA FLIGHT CENTRE**

Hangar 45, Laseria International Airport, 1748.

Tel: 011 312 5166

Email: Info@flylfc.com

Website: www.flylfc.com

## **COURSES OFFERED**

PPL, CPL, Flight Instructor, Instrument Rating, ALTP, Multi Engine Rating, Multi Engine IFR/IR, Additional ground school.

Training on: Fixed Wing Aircraft, Helicopters

## **LEADING EDGE FLIGHT SCHOOL**

53b Koedoe Street, Hoedspruit

Email: rowena@lefssa.com

Website: www.lefssa.com

Tel: 083 400 1405

## **COURSES OFFERED**

PPL and NPL

Training on: Fixed Wing Aircraft, Microlight, light sport planes

Training in the most picturesque area with close proximity to Kruger National Park for off days. Training is done on the following aircraft depending on which licence you wish to get.

PPL - Jabiru J170, NPL categories : LSA - Jabiru



SP or J170, CCM - Bantam, WCM - Aquilla trike.  
Let us show you the freedom of the skies

## **LEGEND AVIATION**

Durban

Tel: 031 563 7226

Email: [info@Legendaviation.co.za](mailto:info@Legendaviation.co.za)

Training on: Helicopters

## **LITSON & ASSOCIATES (PTY) LIMITED**

Address: P O Box 252

Somerset West, Cape Province RSA 7129

Contact: Karen Litson

Email: [enquiries@litson.co.za](mailto:enquiries@litson.co.za) <<mailto:enquiries@litson.co.za>>

Tel: +27 (0)21 8517187

Website: <http://www.litson.co.za> <<http://www.litsonandassociates.com/>>

Initial and recurrent Aviation Safety & Quality training courses

Comment: SACAA-approved ground training courses offered - with all open training courses currently being undertaken virtually

## **COURSES INCLUDE**

Safety Management System (including RPAS)

Quality Management System & Auditing

CRM

Occurrence Investigator

Lead Auditor

Root Cause Analysis

Co-ordinator Occupational Health & Safety,

Safety & Emergency procedures

SMS for Management

Management of Change,

Hostile & Environment training

Our speciality is in-house corporate training, both locally and abroad - which can be tailored to a client's specific requirements. Classes number from 6 to a maximum of 16 delegates. Visit our website to peruse our course information and overviews, or to register for a course. Direct all training queries to: [enquiries@litson.co.za](mailto:enquiries@litson.co.za)

## **LOUTZAVIA FLIGHT TRAINING CENTRE**

Hangar 70A, Wonderboom Airport, Linvelt Road, Pretoria.

Tel: 012 567 6775

Email: [info@loutzavia.co.za](mailto:info@loutzavia.co.za)

Website: [www.loutzavia.com](http://www.loutzavia.com)

Courses offered: PPL, CPL, CFI / FI, ATPL, Night Rating, IR, Multi-Engine (Class Rating), Ground School Classes

Training on: Fixed Wing Aircraft

## **LOWVELD AERO CLUB**

Old Airport, Kaapsehoop, Nelspruit

Tel: 013 741 3636

Courses offered: PPL, IR, CPL, Night Rating, ALTP, Instructors

Training on: Fixed Wing Aircraft

## **MADIBA BAY FLIGHT SCHOOL**

Port Elizabeth

Tel: 041 591 2660

## **COURSES OFFERED**

PPL, CPL, NR, IR, Multin Engine. Ground school classes

Comment: MBSF has been operating as a flight school since the beginning of 2009. We have in the past 14 months acquired 5 brand new Sling 2 aircraft which we use for our ab initio training. The school currently flies around 400 hours a month. We are very proud of the standard recently displayed by our candidates who tested for Multi Engine Commercial Pilot License with Instrument Rating on our recently purchased Piper Twin Comanche.

## **MORNINGSTAR FLIGHT ACADEMY**

Hangar SE1 Morningstar Airfield, van

Schoorsdrift Road, Cape Farms Cape Town

Tel: 021 801 4406

Email: [fly@msfa.co.za](mailto:fly@msfa.co.za)

## **COURSES OFFERED**

SPL/LSA, PPL, staff examiners, CBT training, Ground School

Training on: Fixed Wing Aircraft, Micro lights

## **MOYA AVIATION**

Execujet Business Centre, Cape Town

International Airport

Contact: Moya Aviation Team



## **COURSES OFFERED**

Pilot training from ab-initio to ATPL, Single and Multi-Engine training, Night, Instrument, Instructor, MCC, GNSS/RNAV, Sling, Turbine and Tailwheel training on Type Certified aircraft only.  
Training on: Helicopter and Fixed wing

## **NATIONAL AIRWAYS CORPORATION (NAC)**

Johannesburg  
Training on: Helicopters

## **PARAMOUNT AEROSPACE SYSTEMS (PTY) LTD**

Paramount Aerospace Facility, Wonderboom Airport.  
Email: [info@paramountgroup.com](mailto:info@paramountgroup.com)  
Tel: +082 783 2755  
Website: <http://www.paramountgroup.com>

## **COURSES OFFERED**

PPL, IR, CPL, Night Rating, Instructors  
Training on: Fixed Wing Aircraft.

## **P CUBED AVIATION**

Hangar 23, Lanseria International Airport, Lanseria, Randburg 1748.  
Tel: +27 (0)11 701 2011  
Training on: Fixed Wing Aircraft

## **PHOEBUS APOLLO AVIATION**

Hangar 17+21, Rand Airport, Germison-1401  
TEL: +27-11-824 3814  
Email: [frontdesk@phoebusapollo.co.za](mailto:frontdesk@phoebusapollo.co.za)  
Email: [flightschool@phoebusapollo.co.za](mailto:flightschool@phoebusapollo.co.za)  
Website: [www.phoebusapollo.co.za](http://www.phoebusapollo.co.za)  
Training on: Fixed Wing Aircraft

## **PRO-WINGS TRAINING**

Benoni  
Email: [info@prowings.co.za](mailto:info@prowings.co.za)  
Training on: Fixed Wing Aircraft

## **PROGRESS FLIGHT ACADEMY**

Progress Aerodrome, Old Cape Road Greenbushes, Port Elizabeth, 6390  
Contact: Vanessa Grieve  
Email: [info@flightacademy.co.za](mailto:info@flightacademy.co.za)

Tel: +27 (0) 41 394 1000  
Website: [www.flightacademy.co.za](http://www.flightacademy.co.za)

## **COURSES OFFERED**

PPL, IR, CPL, Night Rating, ALTP, Instructors  
Training on: Fixed Wing Aircraft  
Progress Flight Academy specializes in Integrated CPL/ IR (ME) courses based on EASA specification. These premium courses have increased multi-engine and instrument hours to successfully prepare the graduate for transition to jet airliner. Increased 'simulator' time and the 'student pilot in command' concept make this premium training very cost effective.

## **PTC AVIATION**

30 Edward Street, Richmond Hill, Port Elizabeth, Eastern Cape  
Email: [info@ptcaviation.co.za](mailto:info@ptcaviation.co.za)  
Telephone: 087 943 7100  
Website: <https://www.ptcaviation.co.za/>

## **CONTACT PERSON**

Liz Anderssen  
Training Programs: MCC, APS MCC. GR111 Instructors. Revalidations.  
Training Offered on: A320 Simulator, Boeing 737 Simulator, Fixed Wing Aircraft .  
PTC Aviation provides innovative Boeing 737NG and Airbus A320 flight simulator training developing Line Ready airline pilots. Our Boeing 737NG and Airbus A320 training courses ensure a seamless transition of newly qualified commercial pilots into the righthand seat of a jet airliner.  
Our training focus is: Airline Pilot Standard (APS) MCC, Boeing B737NG and Airbus A320 Type Rating, Modular MCC and JOC programs, Flight Instructor development - Ab Initio to TRI

## **RAINBOW AIR SCHOOL JOHANNESBURG**

Circus Airfield, Corner of R59 & R557  
Randvaal Road, Randval  
Tel: 082 894 7319  
Email: [info@rainbowairschool.com](mailto:info@rainbowairschool.com)  
Web: [www.rainbowairschool.com](http://www.rainbowairschool.com)



## **COURSES OFFERED**

Instructors

Training on: Fixed wing, Microlight

Our training is on offer for NPL on fixed wing light-sport and weight-shift microlight aircraft.

## **SAFOMAR AVIATION OPERATIONS**

The White House, Rand Airport, Germiston, Gauteng

Email: [saosa@safomar.co.za](mailto:saosa@safomar.co.za)

Telephone: +27(0)11 805 0640

Website: [www.saosa.co.za](http://www.saosa.co.za)

Contact person: Devon Kruger

Training Programs: PPL, IR, CPL, Night Rating, ALTP, Instructors

Training Offered on: Fixed Wing Aircraft  
Helicopters

Safomar Aviation Operations Flight Training Academy is based at Rand Airport, one of the busiest general aviation airports in the country. SAO offers superior aviation services through a team of highly motivated and experienced instructors. We are committed to providing the highest quality flight training. All our instructors are hand-picked for their extensive flight and aviation backgrounds. SAO employs Grade III and II instructors, DFE (Designated Flight Examiners) and many of our senior instructors have 1000+ flying hours and commercial airline industry experience. Students of SAO are guaranteed a wealth of knowledge and experience transferal. With our focus on industry partnerships, graduate students of SAO have access to real-world projects, networking opportunities and up-to-date information that make them desirable future flight crew and leaders. That's not all! SAO is backed up by a diverse fleet of impeccably maintained aircraft and helicopters. Our fleet of fixed and rotary-wing aircrafts are utilised for varied applications including flight training from PPL through to ATPL, specific aircraft type ratings (helicopter and fixed wing), conversions, Instrument and Night Ratings, Charter Operations, Game Management, as well as Helicopter Crop Spraying and Slingsing. SAO's main office houses the operations centre for the training academy, safety and compliance department, flight training and hire and fly electronic booking

system, VIP lounge for charter operations and ground school facility. We are passionate about aviation and the people that want to enter the field. And for those who are already in the industry, so come on board and enjoy the exhilarating world of fixed-wing and helicopter aviation.

## **SIMAERO**

Hangar A7, Denel Industrial Properties, Denel North Road, Kempton Park

Contact Person: Customer Service Team

Email: [infojnb@sim.aero](mailto:infojnb@sim.aero)

Tel: +27113951326

Website: [www.sim.aero](http://www.sim.aero)

Training Programs: Initial Type-Rating. Primary Recurrent Training, Secondary Recurrent Training, Reactivation, Comand Upgrade, Instructor Course TRI/SFI, Examiner Course TRE/SFE

## **COURSES OFFERED:**

Full-Flight Simulators, all certified by the SACAA  
Training Offered on: Full-Flight Simulators, all certified by the SACAA

Aircraft types: Embraer ERJ 145, Beech 1900, Dash 8, ATR 42/72-500, MD80

Simaero is a leading player worldwide in Full Flight Simulators operations and Pilot Training. Headquartered in Paris, France, Simaero gives its 250 customers access to over 30 Full Flight Simulators in its five locations in Paris CDG and Dinard, France; Johannesburg, South Africa; Delhi, India and Zhengzhou, China. Simaero is an Approved Training Organization for pilots, certified by EASA and more than 40 other civil aviation authorities, including South Africa, Saudi Arabia, India, Malaysia, Nepal, Brazil, Senegal, Ivory Coast, and UAE. Its academy offers a complete set of Type Rating training solutions covering a comprehensive range of aircraft types, including Airbus A320, A330, A340, and A350; Boeing 737, B757, B767, B777, B787; ATR 42/72-500/600, ERJ 145, Beech 1900, Dash 8, MD80/82, and Fokker 100.

Simaero Johannesburg Training Center is conveniently located in the secured area of Denel Industrial Properties in Kempton Park, 10 minutes away from OR Tambo International Airport. The premises are fully adapted for



pilot training with 8 full flight simulator bays, 12 briefing and debriefing rooms, a welcoming ground school facility, and access to a rest area and a cafeteria. Simaero is a SACAA-Approved Training Organization offering a wide range of training programs on ERJ 145, Beech 1900, Dash 8, ATR 42/72-500, and MD 80.

### **SIMUFLIGHT**

18 Suni Road, Corporate Park South, Midrand  
Contact: Joey Schultz

Tel: 011 314 0152

Email: sales@simuflight.co.za

Website: www.simuflight.co.za

### **COURSES OFFERED**

ALTP, Instructors. Initials and recurrent courses, IF renewals, ATP initials, PPC's and instructor courses.

Training on: Fixed wing

Simuflight is an advanced flight training company that concentrates on training pilots on B200, B1900, B350, C208 and B737 NG

### **SKY AFRICA FLIGHT TRAINING**

Johannesburg

Tel: 082 563 3314

### **COURSES OFFERED**

PPL, CPL, IR, Multi-engine

Training on: Fixed wing aircraft,

### **SKYHAWK AVIATION**

Contact Mike Gough

Hangar 30, Lanseria International Airport,

Johannesburg

Tel: 0824607796

Email: mikegough@mweb.co.za

Website: <http://info@skyhawk.co.za>

### **COURSES OFFERED**

PPL, IR, CPL, Night Rating, ALTP, Instructors

Training on: Fixed Wing Aircraft

Comment: Skyhawk is a comprehensive flight training operation, CAA Approval 0339, based next to the main terminal building at Lanseria International Airport, South Africa.

### **SPRINGBOK AIR ACADEMY**

Hangar 5, Spitfire Crescent,, Rand Airport, Germiston

Contact Flippie Vermeulen

Tel: 011 824 2142 072 359 3278

Email: info@springbokairacademy.co.za

Website: springbokairacademy.co.za

### **COURSES OFFERED**

PPL, IR, CPL, Night rating, ALTP, Instructors

Training on: Fixed wing aircraft

Initial type ratings on Airbus A320/330/340 and Boeing B737-NG

### **STARLITE AVIATION TRAINING ACADEMY**

Durban: Hangar 123, Virginia Airport, Durban North, KZN

Mossel Bay: Hangar A21, Mossel Bay Airfield, Mossel Bay, WC

Contact: Klara Fouche

Tel: 031 571 6600 and 044 692 0006

Email: train@starliteaviation.com

Website: <https://www.starliteaviation.com/training/>

### **COURSES OFFERED**

PPL, IR, CPL, Night Rating, ALTP, Instructors

Comment: SACAA approved examination centre and helicopter, aeroplane and drone pilot licences.

### **STELLENBOSCH FLYING CLUB**

Contact: Megan Burgess

R44, Stellenbosch NU, Stellenbosch, 7600

Tel: 021 880 0294

Email: school@stelfly.co.za

Website: [www.stelfly.co.za/](http://www.stelfly.co.za/)

### **COURSES OFFERED**

PPL, IR, CPL, Night Rating, ALTP, Instructors

Training on: Fixed Wing Aircraft, Light Sport Planes

Established in 1973, the Stellenbosch Flying Club is located amongst the picturesque mountains and vineyards of the Cape Winelands. We are proudly one of the most beautiful airfields in the world. Stellenbosch Flying Club is popular among aviators and aviation enthusiasts from all



walks of life. Our Club is a traditional flying club, where our core focus is to provide a home for the recreational and aspirant aviator, and promote General Aviation.

The Stellenbosch Airfield is also home to the Stellenbosch Flight Training Centre. A well-established facility that offers training from PPL to ATPL, and everything in between! This is possibly the most beautiful flight training school in the Western Cape. Stop by, bring the kids, and come relax on the grass at our Restaurant for lunch with a view.

## **STELLENBOSCH FLIGHT TRAINING CENTRE**

A well-established facility that offers training from PPL to ATPL, and everything in between! This is possibly the most beautiful flight training school in the Western Cape!

## **SUPERB FLIGHT TRAINING**

Centurion, South Africa

### **COURSES OFFERED**

(PPL), Commercial Pilot (CPL), Night Rating, Instrument Rating (IR), Flight Instructor – Instrument, Staff Examiner(s)

## **SUPERIOR PILOT SERVICES**

Grand Central Airport, Midrand

Tel: 011 805 0605

Website: [www.superiorair.co.za/](http://www.superiorair.co.za/)

[SuperiorPilotServices.aspx](http://SuperiorPilotServices.aspx)

Email: [info@superiorair.co.za](mailto:info@superiorair.co.za)

### **COURSES OFFERED**

PPL, Night Rating, CPL, Flight Instructor, Instrument Rating, Multi Engine Rating, Multi Engine IFR/IR, Multi Engine Sim Training. Additional ground school / seminars. PPL, CPL, ME, IFR, IR, ATP / ATPL / Frozen ATPL Exams  
Training on: Fixed Wing Aircraft, Helicopters

## **TRIPLE R AVIATION**

Hangar 28, Margate Airport

Contact Evan Roberts

Email: [evan@flymargate.co.za](mailto:evan@flymargate.co.za)

## **VIRGINIA FLIGHT SCHOOL**

220 Fairways. Virginia Airport, Durban North

Tel: 031 563 2081

Email: [info@vfs.co.za](mailto:info@vfs.co.za)

Website: [www.vfs.co.za](http://www.vfs.co.za)

### **COURSES OFFERED**

PPL, IR, CPL, Night rating, ALTP, Instructors

Training on: Fixed Wing Aircraft

Virginia Flight School is a fixed wing flight training organization situated on the Durban Coastline at Virginia Airport in Kwa-Zulu Natal. VFS was founded in 1989 and is the longest running flight school on the airfield. From those humble beginnings; it has steadily grown in both stature and reputation. We pride ourselves on our excellent Safety record, which is one of the best in the country. Flight training is our passion!

## **WESTERN CAPE FLIGHT SCHOOL**

Cape Town

Tel: 082457 9509

Email: [jj@wcftc.co.za](mailto:jj@wcftc.co.za)

Training on: Fixed Wing Aircraft, Microlight, Light Sport Aircraft

## **WESTLINE AVIATION**

New Tempe Airport, Brandhof,

Tel: 051 451 1717

Email: [charlie@westline.co.za](mailto:charlie@westline.co.za)

Website: [www.westline.co.za](http://www.westline.co.za)

### **COURSES OFFERED**

PPL, Night Rating, CPL, Flight Instructor, Instrument Rating, Multi Engine Rating, Multi Engine IFR/IR, Multi Engine

Training on: Fixed Wing Aircraft, Helicopters

## **WINGS OVER AFRICA FLIGHT SCHOOL**

Cape Town

Training on: Light Sport Aircraft

## **WORCESTER FLYING CLUB**

Worcester

Tel: 082 632 8471

Email: [worcesterflyingclub@gmail.com](mailto:worcesterflyingclub@gmail.com)

Training on: Fixed wing aircraft

## **ZERO FOUR FLIGHT SCHOOL**

Margate & Rand Airport,





Tel: 073 999 0999  
Email: [evan@flymargate.com](mailto:evan@flymargate.com)  
Website: [www.flymargate.com](http://www.flymargate.com)  
Training for: PPL, Night Rating, CPL, Instrument Rating, Multi Engine Rating, Multi Engine IFR/IR, Multi Engine Sim Training, Tail Wheel Pilot Training, Aerobatic Training/ Additional ground school / seminars. PPL, CPL, ME, IFR, IR, ATP / ATPL / Frozen ATPL Exams, Dangerous Goods / HAZMAT  
Training on: Fixed Wing Aircraft

### **VULCAN AVIATION, CAA ATO 1575**

Hangar 10, Gate 5, Lanseria International Airport  
Email: [enquiries@flyvulcan.co.za](mailto:enquiries@flyvulcan.co.za) | [info@flyvulcan.co.za](mailto:info@flyvulcan.co.za)

Telephone: +27 720 818 608 | +27 87 265 7150

Website: [www.flyvulcan.co.za](http://www.flyvulcan.co.za)

Contact person:

Sachin Meda | Kiron Hanuman

Training Programs we offer: PPL , IR, CPL, Night Rating, ATPL, Instructors Rating, Multi-Engine Rating

Training is based on: Fixed Wing Aircraft

Vulcan Aviation (ATO CAA 1575) has a team of highly qualified flight instructors and exemplary pilot training facilities.

Based at Lanseria International Airport in Johannesburg South Africa, we are proud to offer you a world-class pilot training experience. We offer an array of Pilot courses ranging from Private Pilot Licence (PPL) through to Airline Transport Pilot Licence (ATPL).

Lanseria International Airport has many advantages for the student as it operates 24/7.

The airspace surrounding Lanseria experiences a vast amount of air traffic (including scheduled airlines), promoting enhanced situational awareness and a higher degree of confidence for your pilot training.

We have a well-maintained fleet of Cessna 172s, Piper Cherokees and Diamond 42 multi engine (equipped with G1000) for flight training and a state-of-the-art simulator for instrument rating training.

Vulcan Aviation's director, Mr. Kiron Hanuman, is a Captain with SAFAIR, who has over 10,000 hours of flight experience and adds immense value to the training programs offered at Vulcan. Mr. Sachin Meda, who is the Chief Flight

Instructor at Vulcan, comes with over 3,500 hours of experience from the general aviation field. Having worked with various flight schools, he has spearheaded the training programs offered at Vulcan.

Together, they have embarked on offering an exemplary training experience to prospective pilots from all around the globe.



## **SUDAN**

### **KHARTOUM ACADEMY FOR AVIATION & TECHNOLOGY (KAAT)**

Building 12, Block 50 Arkaweit, Khartoum.

Tel: +249 183-229181

Website: [www.kaatacad.com](http://www.kaatacad.com)

### **SKY WING'S FLIGHT SCHOOL SUDAN**

Email: [info@aviationfly.com](mailto:info@aviationfly.com)

Khartoum

### **COURSES OFFERED**

PPL, CPL, IR, Multi Engine, Flight Instructor course.



## **SWAZILAND**

### **ACTIVE AVIATION TRAINING**



## **TANZANIA**

### **TANZANIA PILOT TRAINING CENTRE**

Ilala, Kipawa Dar Es Salaam, Terminal 1 (old terminal) at Julius Nyerere International Airport

Tel: +255 715 555 777

Email: [airport@flymwaa.com](mailto:airport@flymwaa.com)

[www.flymwaa.com](http://www.flymwaa.com)

### **COURSES OFFERED**

PPL, CPL with Instrument ratings, Multi engine rating

Training on: Fixed wing and a Simulator located in Dar es Salaam, ground school

Our school is an approved Pilot Training School from the Tanzania Civil Aviation Authority.





## TOGO

### TOGO FLIGHT CREW TRAINING

Active Aviation Training.



## TUNISIA

### SAFE FLIGHT ACADEMY

Immeuble Assurances Maghreb, Tower A, 4th Floor, 400

Tel: +216 71 940 245

Website: www.sfa.tn

#### COURSES OFFERED:

CPL, Instrument Rating, Ground School Classes



## UGANDA

### EAST AFRICAN CIVIL AVIATION ACADEMY

P.O. BOX 333, Soroti, 0256

Plot M19 Elangot Road, Soroti Airport  
Soroti, Uganda

Tel: +256 454461245

Email: training@flysoroti.ac.ug

Website: www.flysoroti.ac.ug

#### COURSES OFFERED

PPL, CPL, Night Rating, Instrument Rating, Multi-Engine Class Rating G1000 and ATPL  
Ground School Aircraft Maintenance Engineering School: Airframe and Powerplants  
Flight Operations School: Flight Operations Officer Course

Comment: The school is located in Eastern Uganda and it has been in operation since 1971. There is one tarmac runway which is 1.86 kilometers and one murrum runway which is half the length of the latter.

Kampala Aeroclub and Flight Training Centre (KAFTC): Kajjansi: 2009.

Kubis Aviation College (KAC): Kampala

### MORIAH AVIATION TRAINING CENTRE

Abayita Ababiri: 2015

Moriah Aviation Training Centre (MATC), is an aviation training school in Uganda, that provides training for prospective pilots, cabin crew staff, aviation customer managers and related courses

in the aviation industry.

Ocean Heights Aviation Training Center: Katabi, Entebbe

Pangea Aviation Academy: Kajjansi: 1997

Pangea Aviation Academy (PAA), is an aviation training school in Uganda, which provides training for prospective pilots, destined for service in the UPDF Air Force, the Uganda Police Air Wing, Uganda National Airlines Company and in General Aviation, in the country and the region.

### UGANDA AVIATION SCHOOL

6th Floor Metropole House, Entebbe Road  
Kampala

Tel: +256 312 106662

Email: info@ugandaaviationschool.com

#### COURSES OFFERED

PPL, CPL, Night rating, IR, multi-engine, EFIS display, ground school classes

The Uganda Aviation School (UAS), is an aviation training school in Uganda, that provides training for prospective pilots, cabin crew staff, aviation customer managers and related courses in the aviation industry

Vine Air Flight Academy (VAFA): Jinja



## ZAMBIA

### JETLIFE FLIGHT ACADEMY

Located in the Mass Media area in Lusaka, Jetlife Flight Academy is another private air training school. Specifically, it offers aviation training to individuals who wish to join the aviation industry.

Prestige Flight school Zambia

This is a Zambian flight school, qualified as an Approved Training Organisation (ATO) which offers pilot training.

The school is located in Avondale, in the capital city of Zambia, Lusaka.

### ZAMBIA AIR SERVICES TRAINING INSTITUTE (ZASTI)

Kenneth Kaunda International Airport, Lusaka

Tel: 260 211 271293

Courses offered: PPL, CPL, ground school



courses, aircraft mechanic, ATCT  
Training on: Fixed Wing Aircraft

## ZAMBIAN AVIATION COLLEGE

This is a privately-owned aviation school located in Lusaka's Woodlands area that offers aviation training to would-be aviators.



## ZIMBABWE

### EXECUTIVE AIR

Tel: +263 242 303831 / 304610 / 302248, +263 8677 007 547, +263 772 472 593 - 5  
Charles Prince Airport, Mount Hampden, Harare

### FALCON AIR

+263 4 302407, 308196, 733829, +263 4 304815, +263712416604

### GUTHRIE AVIATION

Site 15, Charles Prince Airport, Mount Hampden, Harare, 00263

Tel: +263 4 2926834

Website: [www.gas.co.zw](http://www.gas.co.zw)

### COURSES OFFERED:

PPL, CPL, CFI / FI, Night Rating, Flight Instructor, Instrument, Multi-Engine Class Rating  
Guthrie Aviation is the oldest commercially operating flight training school in Zimbabwe. The school was founded in 1995 by Craig Guthrie who, prior to establishing this school, was involved in training schools since 1988.

Although licensed to conduct Air Charter Operations, the schools main focus has always been on pilot training. The school is approved by and registered with the Ministry of Higher Education.

Numerous pilots have been trained at Guthrie Aviation, most of whom have continued their careers in aviation and are today flying for many of the worlds largest airlines.

The school offers full & part time training for the Private Pilots Licence and the Commercial Pilots Licence, as well as Instrument ratings,

night ratings & type conversions (multi-engine and single engine). The part time training option allows many people to fulfil their dream of learning to fly, whilst continuing with their normal day to day life. The majority of the training is conducted in Cessna 172's, with the complex type training being conducted in a Cessna 210.

## ZIMBABWE FLIGHT CENTRE

93 8th Street Gweru  
Land: +263 542 22 7629  
Tel: +263 778 065 350  
Email: [admin@zfca.co.zw](mailto:admin@zfca.co.zw)  
Website: [www.zfca.co.zw](http://www.zfca.co.zw)

## ACTIVE AVIATION TRAINING UK OFFICE

Telephone Number: +44 (0) 330 311 0737  
Based in the United Kingdom and offering training in the following countries: Burundi, Canary Islands, Cape Verde, Central African Republic, Chad, Comoros, Gabon, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mayotte, Mozambique, Niger, Reunion, Rwanda, São Tomé, Senegal, Seychelles, Somalia, Swaziland, Togo, Zambia.



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