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SOUTHERN AFRICA PILATUS CENTRE

KANGALA AIR EXPRESS

Pictured on short finals at Glasgow was this 29-year-old Beech 1900D. Formally of Continental Express, the aircraft, N81533 (UE-137) now wears the colours of its new operator, Kangala Air Express of Burkina Faso. The aircraft was on its delivery flight from USA and arrived from Keflavik before heading south to Caen in France after taking on some fuel. IMAGE CREDIT : *Stuart Haigh.*

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AFRICAN AVIATION'S PERFORMANCE TRENDS IN Q2 2024

In this edition will delve into the dynamic landscape of African aviation, highlighting the resilient growth and strategic advancements observed in the second quarter of 2024. This period witnessed a robust recovery in the industry, despite prevailing economic challenges, as detailed by the African Airlines Association (AFRAA).

Key Highlights

Passenger Demand and Seat Availability:

- African carriers expanded seat availability by 6%, reaching 16 million seats in June 2024 compared to 15 million in June 2023.
- Intra-Africa routes saw a 0.5% rise in seat availability, driven by network expansion, new routes, and fleet modernisation efforts.

Capacity and Revenue Increases:

- Available Seat Kilometres (ASKs) surged by 11% year-over-year in June 2024, meeting the growing travel demand.
- Revenue Passenger Kilometres (RPKs) increased by 5.8%, reflecting improved operational efficiency and connectivity.

International and Intercontinental Capacity:

- African carriers claimed 49.6% of international capacity and 37.0% of intercontinental capacity.
- AFRAA forecasts a 15% growth in passenger traffic for African airlines in 2024 compared to the previous year.

Connectivity Enhancements:

- Major hubs like Addis Ababa, Nairobi, Abidjan, and Lomé saw significant increases in flight connections, supporting regional integration, tourism, and trade.

Financial Performance:

- April 2024 revenues reached US$1.70 billion, a 2% increase from US$1.66 billion in April 2023, highlighting the industry's resilience.

Regulatory Developments

Economic Regulation Harmonisation:

- AFRAA's collaboration with the African Civil Aviation Commission (AFCAC) aims to standardize licensing procedures and enhance oversight of airports and air navigation service providers.

Challenges and Initiatives

Operational Costs and Infrastructure:

- The industry faces challenges related to operational costs, restrictive bilateral agreements, and infrastructure limitations.
- Initiatives such as fleet modernization, free routing airspace implementation, and carbon-offset programs are essential for sustainable growth.

Outlook

The African aviation sector's resilience and strategic initiatives underscore a promising future. Continued investment in innovative solutions and industry-wide collaboration will strengthen African airlines' role as key drivers of economic development and regional connectivity.

AFRAA's advocacy for regulatory alignment sets the stage for a transformative era in African aviation, fostering sustainable growth and reinforcing Africa's position on the global aviation map.

UNVEILING THE **FK9 MARK VI** IN SOUTH AFRICA

FK Aircraft South Africa is abuzz with excitement as the FK9 Mark VI makes its entrance. This iconic aircraft, with over 25 years of evolution and an estimated 600 units in the skies, has just been upgraded to its sleekest and most advanced form yet. The FK9 Mark VI, built with a fully composite body and featuring a spacious 120 cm wide cockpit, is set to redefine the standards of light sport aircraft (LSA) flying.

A Legacy of Innovation

The FK9 series has long been celebrated for its versatility and reliability. The latest iteration, the Mark VI, continues this legacy with significant improvements. Certified as a factory-built aircraft, it is currently undergoing CAA Part 24 certification, ensuring that it meets the highest standards of safety and performance. Whether you're in the market for a training aircraft for a flight school or a personal aircraft for leisure flying, the FK9 Mark VI offers an ideal solution.

Continuity and Excellence

B&F Technik Vertriebs GmbH, known as FK Aircraft, is a German company owned by the WENFA AEROSPACE group. Founded in 1990 by Peter Funk and Dirk Breitkreutz, the company has a rich history of innovation and excellence. In 1995, the headquarters were moved to Speyer, Germany.

The FK9 model, developed by Otto and Peter Funk, quickly became one of the most popular light aircraft in Europe. The success continued with the introduction of the FK12 in 1997 and the low-wing FK14 in 1999. Over the years, FK Aircraft has grown into one of the most important players in the German and European light aircraft markets, with continuous updates and innovative product developments keeping their products at the top of Europe's light aircraft registration statistics for nearly 30 years.

The manufacturing of FK aircraft is conducted in Poland and the Czech Republic, from where they are delivered to the headquarters in Speyer. The FK aircraft are sold in over 20 countries, with over 200 aircraft flying worldwide. The headquarters at Speyer airfield (EDRY) houses offices for design, development, administration, and a large customer service center. The infrastructure includes a 700 square meter workshop area for assembly, quality control, flight testing, and a warehouse holding over 10,000 spare parts to serve customer needs worldwide.

South African Official Agent

FK Aircraft South Africa, a division of AirSport Aviation (Pty) Ltd, operates out of Morning Star Airport in Cape Town, specialising in aircraft importation, assembly, and registration. Our aircraft are shipped from Fk Germany to Cape Town, where they are meticulously assembled at our certified Rotax and composite Aircraft Maintenance Organisation (AMO) located at Morning Star airfield.

We liaise directly with our German partners to address our customers' specific needs and desired options for their planes. Once FK Aircraft Germany sends the product to us, we manage the entire process, including documentation and client communication.

Upon completion of assembly, we ferry the aircraft to Stellenbosch airfield, which serves as our official base of operations. From Stellenbosch, we reposition the aircraft for delivery to our clientele across the country.

In addition to our assembly and delivery services, our South African division features a flight training center and offers comprehensive customer aircraft delivery services nationwide. We provide owner training to familiarise pilots with their new aircraft and offer complete pilot licensing for new owners who wish to earn their pilot's license with their new plane. Our goal is to ensure the highest standards of service and support for our clients throughout their entire experience with us.

Versatility and Customisation

One of the standout features of the FK9 Mark VI is its versatility. Pilots can choose between a tri-gear or taildragger configuration, catering to different preferences and flying styles. The aircraft is also available with either yoke or stick controls and can be equipped with glass or conventional avionics. For added safety, a ballistic parachute system is available as an option, further enhancing the aircraft's appeal.

Enhanced Aerodynamics and Comfort

The FK9 Mark VI features winglets that lower fuel consumption and reduce stall speed, even at the increased maximum take-off weight of 600 kg. The full carbon electric flaps are easily operated via a switch in the centre console, allowing for quick and efficient adjustments. The optimised engine cowl minimises drag while providing excellent cooling efficiency.

Inside, the aircraft offers a significantly increased cockpit space, with a shoulder width of 120 cm. The

ergonomic adjustable seats and a large baggage compartment with a 35 kg capacity ensure that both pilot and passengers enjoy a comfortable flying experience. Additional features include side air vents in the cockpit doors, roof air vents in the wing leading edge, and various storage pockets for added convenience.

State-of-the-Art Systems

The FK9 Mark VI is equipped with a range of advanced systems to enhance safety and performance:

- Hydraulic disc brake system with park lock
- Electrical operated flaps and position indicator
- Bord computer system MID with fuel flow indicator
- Electrical AUX fuel pump with pressure warning
- Comprehensive set of cockpit instruments including air speed indicator, altimeter, compass, slip indicator, oil pressure and temperature gauges, CHT, and RPM indicator
- Full Garmin panel can be fitted optionally with a 2-axis Autopilot.

Powerplant and Airframe

The FK9 Mark VI's airframe is constructed from a composite mix structure, providing strength and durability. Key features include:

- Inspection door integrated into the engine cowl
- Mechanical elevator trim
- Fuel tanks with electric level indicators and drain vents
- Aerodynamic fairing set for wing struts and intersections
- Wheel fairing set
- Formed plexi-front canopy
- Basic white paint scheme with a two-color decoration set

SPECIFICATIONS

Technical Excellence

The FK9 Mark VI boasts impressive technical specifications that make it a formidable competitor in the modern high-wing composite aircraft market:

Dimensions:

- Wing Span: 9.14 meters
- Length: 6.2 meters
- Height: 2.4 meters (Tri-gear version)

Weights:

- Empty Weight: 278 – 345 kg
- Ultimate Loads: +6.0 g / -3 g
- Max Takeoff Weight With Fuselage Tank: 600 kg
- Max Takeoff Weight With Wing Tanks: 640 kg
- Luggage Capacity: 35 kg

Performance:

- Vne (Never Exceed Speed): 125 knots
- Vstall (Stall Speed): 39 knots @ 600 kg
- Cruise Speed (75% Power): 105 – 110 knots
- Best Climb Rate: 1000 – 1500 ft/min @ 52 knots

Fuel Capacity:

- Fuselage Tank: 60 litres
- Optional Wing Tanks: 110 litres

The FK9 Mark VI represents the pinnacle of over two decades of innovation and refinement in light sport aircraft design. With its combination of advanced materials, versatile configurations, and cutting-edge systems, it offers a superior flying experience for both novice and experienced pilots. Now available in South Africa and fully supported by AirSport Aviation Cape Town, the FK9 Mark VI is ready to take to the skies.

To view the FK9 Mark VI contact: warren@airsport.co.za
Visit: https://www.airsport.co.za for more information.

IMAGES COURTESY OF: Airsport SA.

BOEING ACCELERATING GROWTH THROUGH COLLABORATION IN AFRICA'S AVIATION INDUSTRY

As the global landscape evolves at a breakneck pace, industries must adapt or risk being left behind. For Africa's aviation sector, embracing change through collaborative efforts has proven to be a critical strategy for sustained growth and innovation.

The aviation industry, characterised by stringent safety and security standards, has increasingly turned to partnerships to address vulnerabilities and enhance efficiency.

One notable collaboration involves Ethiopian Airlines, Boeing, and the Italian company Geven-Sky Techno, which formed Ethiopian Sky Technologies. This venture focuses on manufacturing thermo-acoustic insulation blankets for the Boeing 737 MAX. Boeing's engagement in Africa extends beyond aircraft sales, with the company developing industrial partnerships, sustainability initiatives, and community investments to support Africa's industrialisation goals and Sustainable Development Goals (SDGs).

Boeing's collaborative efforts span across the continent, including joint ventures with Royal Air Maroc and Safran in Morocco and contracts with South Africa's Aerosud to manufacture airframe parts. These partnerships not only enhance production capabilities but also uphold rigorous safety standards through shared training programs and risk mitigation tools. By working closely with regional aviation bodies like AFRAA and the Airlines Association of Southern Africa (AASA), Boeing contributes to aviation safety initiatives, such as co-producing the annual safety report, which aids African nations in achieving FAA Cat 1 status.

Innovation in aerospace manufacturing is another area where collaboration is vital. Boeing has partnered with African research institutes to explore integrating titanium powder into aerospace manufacturing processes. This diversification of research sources and supply chains is essential for advancing technological capabilities in Africa.

BOEING'S COMMITMENT AND PARTNERSHIP

70%
of the in-service airplane market across Africa is represented by Boeing

1,030
new airplanes will be needed by African carriers over the next 20 years

30
Boeing employees and field service representatives in Africa

$41M
in work value generated by five supplier partnerships

2020
Royal Morocco Air Force signed an agreement for 24 AH-64E Apache helicopters

3
Cameroon, Kenya, and Tunisia operate Insitu ScanEagle systems

INVESTMENTS

Boeing investments in Africa have helped grow the local aerospace sector, creating jobs an driving innovation for mutual benefit.

2013
Boeing and South African Airways produced Africa's first tobacco-based biofuel

$5M
investment in the first Ka-band antenna system facility in South Africa

12-year
partnership with Digital Data Divide (DDD), Kenya to support online delivery of Work-Study Program

COMMUNITY ENGAGEMENT

Boeing is focused on providing systemic improvements in education and economic empowerment for those in poverty, to develop 21st-century skills such as employability, entrepreneurship and STEM.

$21.1M+
investment to improve education and alleviate poverty in Africa since 2008

61,345
Ethiopian girls educated through the Link Community Development program

70+
humanitarian flights delivering aid to Africa through nonprofit partners

Sustainable Aviation Fuels (SAFs) are pivotal for the aviation industry's future, capable of reducing CO_2 emissions by up to 80%. SAFs can be produced from various sustainable sources, including waste fats, municipal solid waste, and non-food crops. Africa made strides in this area with the inaugural passenger flight using SAF in South Africa in 2016. Boeing's continued commitment is evident in its partnership with the Roundtable on Sustainable Biomaterials, which highlighted the economic and environmental benefits of SAF. The first-ever transatlantic flight using 100% SAF in 2023 demonstrated the viability of these fuels.

Boeing's commitment to Africa extends beyond aviation. Since 2008, the company has collaborated with over 40 organisations to improve education in science, technology, engineering, and mathematics (STEM).

These efforts span across the Democratic Republic of Congo, Egypt, Ethiopia, Ghana, Ivory Coast, Kenya, Madagascar, Mauritania, Nigeria, Rwanda, Senegal, South Africa, Sudan, and Tanzania. Initiatives such as JA Africa equip young people with entrepreneurial skills, while ThinkYoung Coding Schools in Ethiopia, Kenya, Rwanda, and Tanzania focus on coding and space-related careers, with a significant emphasis on educating young girls.

In the Kilimanjaro region of Tanzania, Boeing partners with local organisations to provide training for women farmers, highlighting the importance of inclusivity in sustainable development. These educational initiatives are crucial for fostering a skilled workforce that will drive Africa's sustainability targets and economic independence.

Collaboration among industry stakeholders is setting the stage for significant advancements in Africa's aviation sector. By pooling expertise, skills, and resources, partnerships are fostering self-determination and innovation, which are fundamental to the continent's economic well-being. As the industry continues to evolve, these collaborative efforts will play a pivotal role in shaping the future of African aviation.

Anbessie Yitbarek, Boeing's Vice President of Commercial Sales and Marketing for Africa, stressed that on-going partnerships and joint ventures are essential for leveraging knowledge and capabilities.

This collaborative approach is paving the way for a prosperous and innovative future in Africa's aviation industry, ultimately contributing to the continent's broader economic growth and sustainability.

IMAGES COURTESY OF : Boeing

IMAGE COURTESY OF : Pexels

NAVIGATING CHALLENGES AND INNOVATIONS TOWARD SUSTAINABLE AVIATION

In the latest issue of AAFRA's "African Skies" magazine, the discourse on achieving sustainable aviation unfolds with a critical examination of the industry's path towards Net Zero emissions by 2050. Amidst commitments from the International Air Transport Association (IATA) and declarations at COP 26, the aviation sector stands at a pivotal moment, grappling with its environmental impact while navigating towards a greener future.

Aviation, responsible for approximately 2.5% of global CO_2 emissions in 2019, is acknowledged as a modest yet rapidly growing contributor to greenhouse gases.

With sustainability climbing the corporate agenda, the industry faces daunting challenges and ambitious goals. The article aptly emphasizes that there is no one-size-fits-all solution; rather, a combination of strategies will be necessary to achieve meaningful change.

Sustainable Aviation Fuels (SAFs) emerge as a promising near-term solution. Despite representing a small fraction of aviation fuel consumption, SAFs offer up to an 80% reduction in lifecycle emissions compared to traditional jet fuels. Initiatives like the EU's 'Fit for 55' package mandate increasing SAF use, aiming for 5% adoption by 2030. However, scaling up SAF production faces hurdles such as cost and resource availability, necessitating governmental support and innovative financial mechanisms to bridge the gap.

Electric and Hybrid Aircraft represent the more futuristic frontier of sustainable aviation. While electric aircraft promise zero emissions during operation, challenges like battery density and range limit their immediate application to shorter flights. Meanwhile, hybrid aircraft, blending electric and hydrogen technologies, offer a pragmatic approach for long-haul routes, albeit with safety and regulatory hurdles to overcome. Companies like Airbus are pioneering these concepts, aiming for zero-emission aircraft by 2035, underscoring the industry's ambitious technological leap.

Operational Efficiency remains a tangible and immediate area for emissions reduction. Techniques such as dynamic routing, optimised flight planning, and enhanced engine efficiency can collectively reduce fuel consumption by significant margins. Already, initiatives like Sky Breathe are leveraging big data and AI to optimise flight operations, highlighting the industry's commitment to incremental improvements.

The role of insurers emerges as pivotal in de-risking these transitions. From supporting SAF infrastructure development to insuring new technologies through testing phases, insurers play a critical role in enabling the industry's evolution towards sustainability.

In conclusion, while the journey to sustainable aviation is fraught with challenges—from technological hurdles to regulatory complexities—the industry is forging ahead with determination and innovation. As stakeholders collaborate to overcome barriers and embrace multiple solutions, the path to a net-zero future for aviation appears both ambitious and promising, underscoring the crucial role of financial partners and stakeholders in shaping this transformative journey.

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THE COMPLEX TERRAIN OF UAS

As unmanned aircraft systems (UAS) continue to revolutionize various industries, understanding their regulations and safe operation becomes increasingly crucial. In South Africa, the South African Civil Aviation Authority (SACAA) has laid out comprehensive guidelines to ensure that UAS, also known as remotely piloted aircraft systems (RPAS), are operated safely and legally.

Definitions and Acceptable Uses

- "Unmanned Aircraft Systems" (UAS) refer to aircraft piloted remotely, excluding model and toy aircraft. While "toy aircraft" are designed for children's play,
- "model aircraft" are for air display, recreation, sport, or competitions, and can only be operated at approved South African Model Aircraft Association (SAMAA) airfields.
- "Private Use" of UAS is restricted to personal purposes without commercial outcomes. Operators must comply with statutory requirements related to liability, privacy, and other laws.
- For "commercial use" or any other purposes, the following must be met:
    - Approval from SACAA via a UAS Letter of Authority.
    - Registration of the UAS with SACAA. Operation in accordance with Part 101 of the South African Civil Aviation Regulations, requiring a UAS Operating Certificate (UASOC).

Risks and Responsibilities

Negligent operation of UAS poses significant risks, including:

- Collisions with other aircraft, potentially fatal.
- Injuries to the public.
- Damage to property.
- Legal liability for violating privacy and other enforceable laws.

Operational Guidelines

"Do's" and "Don'ts" for UAS operations are essential for maintaining safety:

- "DO NOT" endanger another aircraft or person, or operate near people, property, manned aircraft, or within 10 km of an aerodrome without SACAA approval.
- "DO" operate UAS safely, within visual line of sight, and only in daylight and clear weather conditions.

Legislation and Training

The Eight Amendment of the Civil Aviation Regulations (2011), including Part 101 for RPAS, became effective on July 1, 2015. Prospective remote pilots must:

- Be at least 18 years old.
- Hold current medical assessments.
- Complete training at an approved training organization (ATO).
- Pass theoretical, practical, radiotelephony, and English proficiency exams.

Registration and Maintenance

All UAS must be registered with SACAA using the appropriate forms (CA-47R1 for new registrations, CA-47R2 for ownership changes, etc.). Maintenance must adhere to manufacturer instructions and be approved by SACAA. Maintenance engineers must be over 18, South African citizens or valid permit holders, and trained by an approved organization.

Sale and Resale

Sellers must inform buyers of regulatory requirements through packaging labels or written notifications. UAS used for private purposes must adhere to specific conditions, including operations within 500m of the pilot and below the highest obstacle within 300m.

Accident Reporting

All UAS accidents and incidents involving injuries, property damage, or destruction beyond repair must be reported to SACAA. Investigations focus on promoting aviation safety rather than establishing legal liability. By adhering to these regulations and guidelines, UAS operators can ensure their activities are safe, legal, and beneficial to the growing field of unmanned aviation in South Africa.

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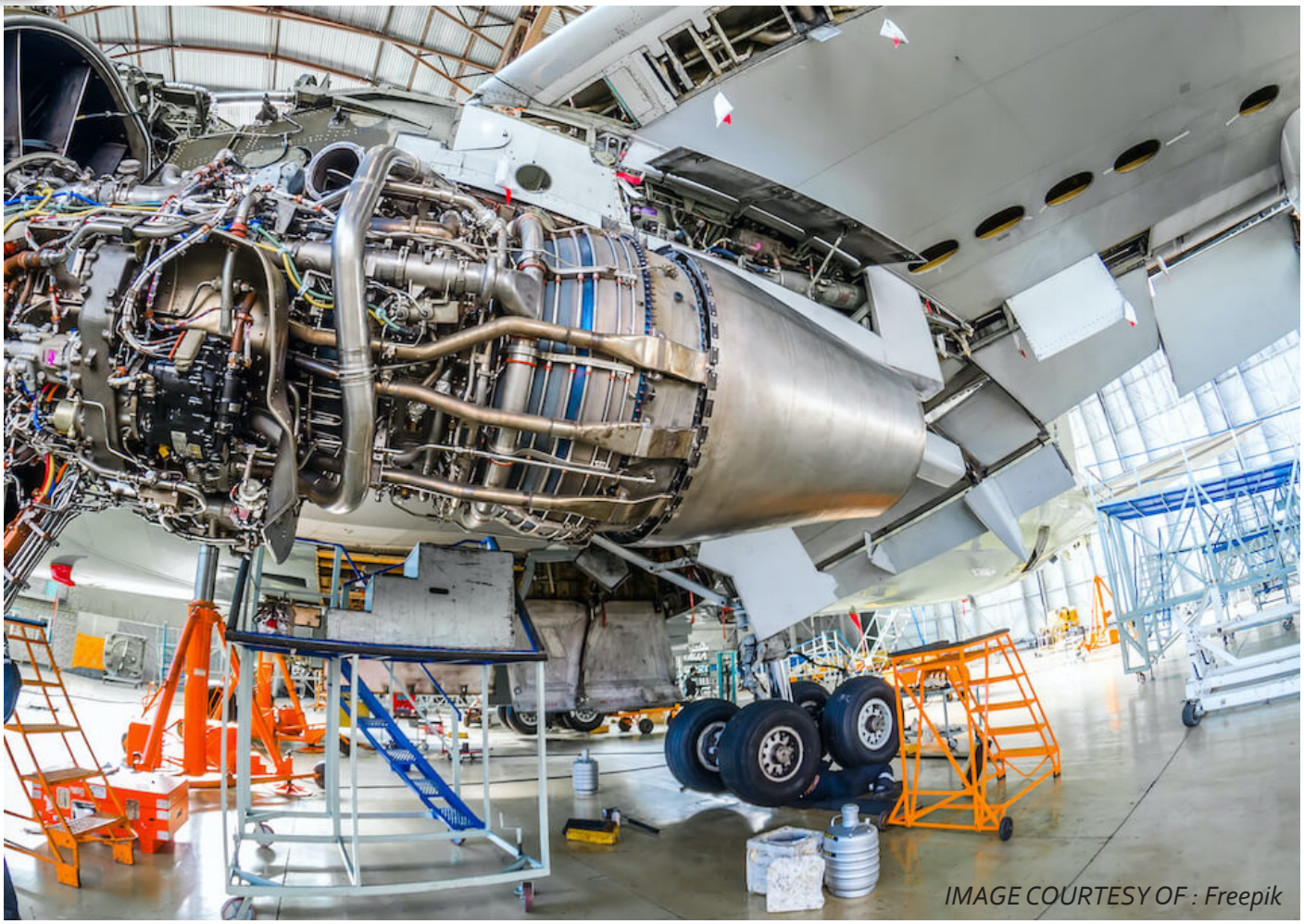

IMAGE COURTESY OF : Freepik

SACAA APPROVAL OF FOREIGN ORGANISATIONS FOR REPAIR AND OVERHAUL OF CLASS II AND III COMPONENTS

The South African Civil Aviation Authority (SACAA) recently addressed a critical issue regarding the approval of foreign organisations that repair or overhaul Class II and III components for South African-registered aircraft. This move, encapsulated in the regulatory requirement SA-CAR 145.01.2, has stirred significant discussion within the industry due to its potential impact on operations and compliance.

Background and Historical Context

The conversation began in earnest with correspondence dated May 15, 2024, where industry representatives expressed concerns about the challenges they would face if the SACAA upheld the requirement that all foreign organisations must be SACAA-approved to work on components for South African aircraft. This requirement is outlined in SA-CAR 145.01.2.

Historically, the SACAA had granted an exemption from this requirement through AIC 18.16 on September 26, 2008. At that time, it was deemed impractical for the SACAA to audit all foreign-based organizations conducting business with South African operators for Class II and III products. However, oversight activities revealed that some operators were sending components to non-approved international repair organizations, violating SA-CAR Part 145.01.2 (1)(b).

In response, the Director of Civil Aviation issued the AMO 145 Directive (AIR-2022/002-GEN), withdrawing AIC 18.16 and reverting to the provisions of SA-CAR. This directive also provided a two-year period to develop a sustainable solution.

Discussion and Industry Engagement

The issue was extensively discussed in the CAA AMOSA Liaison (CAL) meeting on July 27, 2022. The industry was tasked with ensuring that only SACAA-approved AMOs were used and sharing information on commonly used countries for component repairs. This focus was intended to prioritise the SACAA's oversight efforts.

Additionally, the industry was requested to conduct a scientific study on safety-critical components to consider extending AIC provisions and related mitigations.

One major industry concern was the SACAA's capacity to conduct foreign-based audits. This has been mitigated by increasing human capital within the authority to manage the oversight program's demands.

Furthermore, the SACAA has initiated discussions with major foreign National Airworthiness Authorities, such as EASA and UKCAA, resulting in Memoranda of Understanding (MOUs). These MOUs recognise training and maintenance release certifications issued by AMOs approved by these authorities, thereby accepting Class II and III components' certificates of release to service without further action.

Efforts are ongoing to establish similar agreements with the FAA, Transport Canada, and Brazilian authorities, among others. These agreements will help alleviate the requirement for SACAA approval of these foreign AMOs. Additionally, the SACAA is considering extending the approval period for foreign-based AMOs from the current annual requirement to a longer term, with careful consideration of all relevant factors.

Conclusion and Way Forward

With the expiration of the AMO 145 Directive (AIR-2022/002-GEN) and the repeal of AIC 18.16, the industry now reverts to the provisions of CAR 145.01.2 as amended. The industry is encouraged to pursue the study discussed in the CAL meeting while the SACAA continues to negotiate MOU agreements with relevant National Airworthiness Authorities.

To support the development and protection of local industry, components may be sent to non-SACAA-approved international repair organisations through individual exemption applications where local capability does not exist. The industry is reminded of the existing consultative process for regulatory amendments.

Final Thoughts

The aviation industry's collaborative efforts with the SACAA are crucial in navigating the complexities of international repair and overhaul regulations. As the SACAA works towards securing more MOUs and extending approval periods, the industry's proactive engagement and scientific studies will be vital in ensuring compliance, safety, and operational efficiency.

For further inquiries or to continue discussions on this topic, the SACAA remains available and looks forward to a continued productive working relationship with the industry.

CAT THE **INVISIBLE THREAT** TO AVIATION

Clear-air turbulence (CAT) is a typically violent phenomenon that occurs at high altitudes, ranging from 23,000 to 39,000 feet above sea level. Unlike turbulence caused by weather, known as convective turbulence, CAT is invisible and cannot be detected in advance, making it particularly dangerous for aviation.

The key danger of CAT lies in its invisibility. Convective turbulence, caused by weather events like storms, involves high moisture content that can be easily detected by flight instruments. Pilots can then adjust their flight paths, either diverting or holding patterns to avoid severe turbulence. However, CAT lacks this high moisture content, rendering radar and other instruments ineffective until it's too late to react.

Causes of Clear-Air Turbulence

CAT commonly occurs within jet streams—fast-flowing air currents in the atmosphere. These streams contain multiple layers of air moving at different speeds and temperatures, creating friction that results in significant disturbances. This friction is caused by the differing temperatures within these layers, leading to what is often described as a "typically very violent" phenomenon.

The Role of Climate Change

Climate change plays a significant role in the increase of CAT. Warmer air, driven by carbon dioxide emissions, leads to stronger wind shear at higher elevations. This change in atmospheric conditions increases both the frequency and intensity of CAT. A 2023 study highlighted that clear-air turbulence has increased by 41% over the past 40 years, underscoring the growing concern for aviation safety.

The Growing Challenge

The inability to detect CAT in advance poses a significant challenge for pilots and air traffic controllers. Typically, flights can adjust their routes to avoid visible weather-related turbulence, but with CAT, this proactive avoidance is not possible. As the climate continues to change, understanding and mitigating the risks associated with CAT becomes even more critical.

In summary, clear-air turbulence represents an invisible yet increasingly prevalent threat to aviation.

Its unpredictability and the role of climate change in exacerbating its effects call for heightened awareness and advanced research to enhance flight safety in an evolving atmospheric landscape.

AERO SOUTH AFRICA 2025

AERO South Africa, Southern Africa's premier event for the General Aviation industry, is set to host its fifth edition from June 25-27, 2025. Organised by Messe Frankfurt South Africa in partnership with fairnamic GmbH and with the full support of the City of Tshwane, this event continues to gather momentum as the ultimate platform to showcase the very best the sector has to offer.

Location and Opportunities

Wonderboom National Airport remains the ideal location for AERO South Africa, offering the perfect setting for aircraft fly-ins, demo flights, and an immersive experience for serious prospective buyers. This venue allows exhibitors to showcase their products in a realistic and engaging environment while providing attendees from across the country with convenient access to the event.

Event Highlights

- **Presentation Theatre:** The theatre offers a unique opportunity for visitors to engage with key industry figures and experts. Highlights include the new General Aviation Indaba, the Women and Drones panel discussion, the Safety First Aviator session, and presentations by industry leaders such as Airbus and ExecuJet.
- **Visitor Fly-Ins:** This feature continues to grow in popularity, reflecting the increasing interest and engagement within the general aviation community. Fly-Ins provide a unique opportunity for visitors to arrive in style and engage directly with the event.

IMAGES BY : World Airnews

- **Demo Flights:** Exhibitors will offer demo flights to serious prospective buyers, showcasing the aircraft's capabilities and features. This hands-on experience is invaluable for those looking to make informed purchasing decisions.
- **VIP Lounge:** Sponsored by TEDA and the City of Tshwane, the VIP Lounge serves as a hub for business matchmaking meetings, insightful talks from industry experts, and high-level networking.
- **Business Matchmaking Program:** This program has seen a notable increase in meetings, tailoring matches based on individual business profiles and specific interests to maximize the potential for successful collaborations and partnerships.
- **Youth Development Program:** AERO South Africa's commitment to nurturing future talent is evident in its Youth Development Program. This year's program will feature topics such as Aircraft Maintenance & Engineering, Drone Training, and Pilot Navigation, inspiring the next generation of aviation professionals.

The fourth edition of AERO South Africa in 2024 was a resounding success, featuring over 70 exhibitors from 11 different countries. Highlights included an Interactive Drone Zone with live demonstrations and opportunities for visitors to pilot drones.
In 2024, AERO South Africa hosted:

- 640 pilots
- 335 recreational pilots
- 233 commercial pilots
- 11 international exhibitors
- 70 business pilots
- 20 visiting countries
- 47 fly-in aircraft
- 71 exhibitors
- 2939 trade visitors
- 140 business matchmaking meetings
- 72 youth development programs

Looking Ahead

As we approach AERO South Africa 2025, the event promises to build on the successes of previous years, delivering an even more engaging experience with captivating workshops, product launches, and personalized business-to-business matchmaking. The event is a must-attend for those involved in the General Aviation industry, offering a unique platform to explore the latest innovations, developments, and regulations.

Join us at Wonderboom National Airport from June 25-27, 2025, for an unforgettable journey in the world of aviation. Whether you're a trade visitor, exhibitor, or aviation enthusiast, AERO South Africa 2025 is set to be an event not to be missed. Prepare to be inspired, network with industry leaders, and witness the future of General Aviation in Southern Africa.

For more information, visit the official AERO South Africa website.

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AFRICAN INVESTMENT KEY TO GROWTH

The aviation sector is rebounding robustly from the effects of Covid-19, approaching pre-pandemic levels with revenue passenger kilometres (RPKs) and available seat kilometres (ASKs) nearly restored, reports the International Air Transport Association (IATA). By the fourth quarter of 2023, traffic had reached 98.2% of pre-pandemic levels, setting the stage for record growth in fleet and maintenance, repair, and overhaul (MRO) activities this year.

According to Oliver Wyman's latest Global Fleet and MRO Market Forecast, the number of commercial aircraft worldwide is expected to expand at a compound annual growth rate (CAGR) of 2.5%, reaching more than 36,400 aircraft by the start of 2034. This represents a 28% increase over the current fleet of around 28,400 aircraft. Additionally, global MRO spending is projected to reach $104 billion, surpassing the pre-pandemic peak in 2020, though this spend will still fall short of demand, with MRO demand worldwide expected to hit $124 billion by 2034.

In Africa, the fleet is expected to grow about 25% by 2034, reaching over 1,400 aircraft. The largest growth is projected to occur between 2029 and 2034, with a CAGR of 2.7%. For instance, South African Airways has announced plans to expand its fleet to approximately 40 aircraft over the next decade, up from just 13 today.

"The growth in Africa reflects an expected expansion of demand. Figures from IATA show that African passenger numbers will nearly double by 2035. This will require airlines to continue to invest in expanding their fleet, as well as looking at new routes to add to their network," says Paul Calvey, Oliver Wyman partner and head of its operations in South Africa.

While the global and African numbers reflect growth, they fall short of pre-pandemic predictions.

Before the pandemic, it was anticipated that the global aircraft fleet would reach 36,000 by 2030. Now, it is unlikely to reach that size before 2036, resulting in a six-year setback in industry growth due to Covid-19. From an African perspective, this slow recovery is particularly understandable. Several African airlines folded as a result of the pandemic, and in 2020 alone, the continent's aviation sector lost $7.7 billion in revenue.

Investment Challenges in the Aviation Industry

The forecast identifies several challenges that hinder investment in the aviation sector. These include

IMAGE COURTESY OF : Oliver Wyman

the impact of COVID-19, inflation, and shortages of skilled labor, raw materials, and aviation maintenance technicians (AMTs) and engineers. The industry must modernize and optimize production along the supply chain, while the MRO support network faces similar challenges in keeping aircraft operational.

"While the industry must invest in overcoming those challenges, it's important to remember that it's not easy for it to do so at present, according to several trends," says André Martins, partner and head of transportation and services for India, Middle East, and Africa regions (IMEA) at Oliver Wyman.

Martins continues, "Rapidly rising interest rates have made borrowing far more expensive than it was pre-pandemic. Mounting inflation, meanwhile, has created significant wage pressure across the industry. In the US, for instance, captains' salaries at mainline airlines increased by 46% between 2020 and 2023, while those flying for US regional airlines saw their wages rise by 86%. Furthermore, this inflationary environment has led to higher costs for aircraft components and other supplies compared to before the pandemic."

Other cost factors, such as escalating conflicts in the Middle East and attacks on ships in the Red Sea, have led to increased aviation fuel prices. Although prices are lower than in 2022, industry players remain cautious about potential further increases.

Gearing Up for Global Growth

Despite the current challenges, there are indications that conditions may improve, facilitating investment in the aviation sector. While global economic growth is currently at its lowest level since the 1990s, the outlook is becoming more positive. Inflation is expected to ease, and the US economy is projected to experience a soft landing. Although major economies like China still face economic headwinds, the global economy is likely to avoid recession.

This positive outlook will eventually enable central banks to reduce interest rates, making borrowing cheaper and enabling crucial investments in the aviation sector.

"Investment is necessary not only to address labour and supply chain optimization challenges but also to meet the increasing pressure for environmental sustainability. This includes investing in sustainable aviation fuel (SAF), which can significantly reduce emissions," Martins says.

Maximizing Available Opportunities

By maximizing the available opportunities in Africa, such as collaboration on infrastructure development and investment in African airlines, the industry can not only recover but thrive in the coming years. Investors and policymakers also have a role to play in supporting sustainable growth through policies that incentivise investment in new technologies and skilled labour.

The African aviation sector stands on the cusp of significant growth. With strategic investments and collaborative efforts, the skies over Africa are poised for a robust takeoff, bringing economic prosperity and connectivity to the continent.

FLEET AND MRO FORECAST SUMMARY

Region	Africa	Middle East	Asia Pacific	China	India	Latin America	North America	Eastern Europe	Russia	Western Europe	World
2024 Fleet											
Narrowbody	491	587	2,263	3,422	452	1,131	4,713	416	327	3,462	17,264
Widebody	188	818	1,362	488	65	170	1,440	40	57	1,129	5,757
Regional jet	179	45	215	215	7	246	1,509	86	189	352	3,043
Turboprop	281	22	687	1	86	213	569	82	20	373	2,334
TOTAL	**1,139**	**1,472**	**4,527**	**4,126**	**610**	**1,760**	**8,231**	**624**	**593**	5,316	**28,398**
2034 Fleet											
Narrowbody	625	1,056	2,468	4,847	1,253	1,508	6,186	904	184	3,945	22,976
Widebody	254	1,099	1,659	725	137	218	1,831	95	41	1,343	7,402
Regional jet	231	53	264	645	16	250	1,276	121	322	290	3,468
Turboprop	319	19	762	212	139	158	557	105	1	295	2,567
TOTAL	**1,429**	**2,227**	**5,153**	**6,429**	**1,545**	**2,134**	**9,850**	**1,225**	**548**	**5,873**	**36,413**
Fleet growth rates											
2024–2029	1.9%	6.1%	1.7%	3.9%	12.7%	-0.7%	2.0%	9.2%	-7.9%	0.8%	2.4%
2029–2034	2.7%	2.4%	0.9%	5.2%	6.9%	4.7%	1.6%	4.8%	6.9%	1.2%	2.7%
2024–2034	**2.3%**	**4.2%**	**1.3%**	**4.5%**	**9.7%**	**1.9%**	**1.8%**	**7.0%**	**-0.8%**	**1.0%**	**2.5%**
2024 MRO (US$ in billions)											
Airframe	$0.8	$1.6	$3.8	$3.1	$0.2	$1.2	$5.2	$0.4	$0.3	$3.9	$20.5
Engine	$1.7	$8.5	$10.6	$4.7	$0.7	$2.7	$10.2	$0.7	$0.3	$9.7	$49.8
Component	$0.7	$1.5	$3.3	$2.7	$0.4	$1.1	$5.2	$0.4	$0.4	$4.0	$19.7
Line	$0.3	$0.9	$2.2	$1.8	$0.3	$0.7	$3.5	$0.3	$0.3	$3.6	$13.9
TOTAL	**$3.5**	**$12.5**	**$19.9**	**$12.3**	**$1.6**	**$5.7**	**$24.1**	**$1.8**	**$1.3**	**$21.2**	**$103.9**
2034 MRO (US$ in billions)											
Airframe	$0.8	$1.8	$3.5	$3.3	$0.7	$1.4	$5.7	$0.7	$0.3	$3.6	$21.7
Engine	$2.5	$10.7	$11.4	$5.6	$2.8	$3.3	$14.2	$1.5	$0.8	$9.8	$62.6
Component	$0.9	$1.9	$3.5	$3.4	$0.9	$1.4	$5.7	$0.7	$0.3	$3.8	$22.3
Line	$0.4	$1.3	$2.5	$2.8	$0.6	$0.9	$4.3	$0.6	$0.3	$3.9	$17.5
TOTAL	**$4.6**	**$15.7**	**$20.9**	**$15.1**	**$5.0**	**$7.0**	**$29.9**	**$3.5**	**$1.7**	**$21.1**	**$124.1**
MRO growth rates											
2024–2029	1.6%	2.0%	0.7%	5.4%	11.9%	0.5%	1.9%	8.7%	-2.6%	2.2%	2.4%
2029–2034	3.9%	2.6%	0.2%	-1.4%	12.3%	3.2%	2.5%	5.9%	7.2%	-2.1%	1.2%
2024–2034	**2.7%**	**2.3%**	**0.4%**	**2.0%**	**12.1%**	**1.8%**	**2.2%**	**7.3%**	**2.2%**	**0.0%**	**1.8%**

AERONAV ACADEMY: SETTING THE STANDARD IN AVIATION TRAINING

Aeronav Academy, a venerable institution in South Africa's aviation training industry, has carved out a reputation for excellence and innovation. Nestled at Lanseria International Airport, just north of Johannesburg, the academy offers a unique blend of scenic training environments and the bustling atmosphere of one of the busiest airports in the country. This prime location provides students with the invaluable experience of operating in a fully controlled airspace alongside heavy commercial traffic, ensuring they gain the confidence and skills needed to transition seamlessly into professional aviation careers.

A Fleet to Fly For

Aeronav Academy boasts one of the most modern and diverse training fleets in South Africa. At the core of their primary training aircraft is the Diamond DA20 Eclipse. Known for its safety and performance, the DA20 is the epitome of a modern trainer, featuring a composite construction, bubble canopy, and a center stick control that enhances the flying experience. Complementing the DA20, Aeronav also offers the Cessna 172 for those who prefer a more traditional training aircraft and the Cessna 182 for advanced training, providing a reliable and complex aircraft stepping stone.

For multi-engine training, the Diamond DA42 Twinstar stands as the academy's flagship. This sophisticated aircraft, equipped with diesel engines, a glass cockpit, and advanced avionics, offers a perfect training platform for aspiring airline pilots. The DA42's stability, ease of operation, and advanced features prepare students for the challenges of a professional aviation environment.

Cutting-Edge Simulation Training

Aeronav Academy has recently enhanced its training capabilities with the acquisition of the Alsim ALX-65 Flight and Navigation Procedures Trainer (FNPT II). This state-of-the-art flight simulator, housed in a custom-built extension at Lanseria International

Airport, provides students with unparalleled training flexibility and realism. The ALX-65 simulates four different flight models, from a basic single-engine aircraft similar to the Cessna 172 to a light twin turboprop akin to the King Air 200. It features both traditional "round dial" and modern EFIS (Electronic Flight Information System) instrumentation, allowing for seamless transitions between different aircraft models and systems.

The simulator's use of live Jeppesen databases for GPS navigation ensures that students train under real-world conditions. Certified for GNSS, RNAV, MCC training, and TCAS, the ALX-65 meets all the requirements for advanced pilot training. The simulator's realistic graphics, control feel, and response make it a top-tier training tool, reinforcing Aeronav Academy's commitment to providing first-class aviation education.

Comprehensive Training Programs

Aeronav Academy offers a wide range of flight and ground school training programs tailored to meet the needs of both aspiring and seasoned pilots. These include:

- Private Pilot License (PPL)
- Commercial Pilot License (CPL)
- Airline Transport Pilot License (ATPL)
- Flight Instructor Rating
- Multi-Engine Rating
- Instrument Rating
- Foreign Pilot License Conversions and Validations
- Hour Building Programs

The academy's ground school is staffed with highly qualified lecturers, ensuring that theoretical knowledge is imparted effectively, complementing the practical training received in the air.

Commitment to Excellence

Aeronav Academy's commitment to safety, quality, and professionalism is evident in every aspect of its operations. From meticulously maintained modern aircraft to a dedicated team of staff who go the extra mile, the academy ensures that each student receives

top-notch training in a friendly and professional environment.

The academy's acquisition of the Alsim ALX-65 simulator is a testament to its forward-thinking approach and dedication to utilizing the latest technology to enhance training outcomes. By providing students with access to advanced training equipment and a comprehensive safety and security system, Aeronav Academy sets the standard for aviation training in South Africa.

A Bright Future in Aviation

For those looking to embark on a career in aviation or enhance their flying skills, Aeronav Academy offers an ideal blend of modern facilities, experienced instructors, and a supportive training environment. With its strategic location, state-of-the-art fleet, and cutting-edge simulation technology, Aeronav Academy prepares its students to meet the demands of the aviation industry and soar to new heights.

For more information on Aeronav Academy and its training programs, visit https://www.aeronav.co.za/

IMAGES COURTESY OF : Aeronav Academy

DIGITALISING BORDERS MAY UNLOCK AFRICA'S POTENTIAL

Africa, with its vast resources and burgeoning market of 1.2 billion consumers, stands at a pivotal moment in its quest to become a global economic powerhouse. Yet, one significant hurdle threatens to stymie this potential: inefficient borders hindering the smooth flow of goods and people across the continent.

At the heart of the issue lies a stark reality: transporting mobile phones from China to Africa can be easier than moving basic commodities like maize across African borders. The barriers are multifaceted, ranging from inconsistent immigration and customs procedures to out-dated equipment, all compounded by vulnerabilities to international crime and terrorism. Addressing these challenges is crucial but daunting, especially amidst constrained budgets and diminishing resources.

The delicate balance between facilitating trade and safeguarding against threats such as trafficking and pandemics is a formidable task for governments across Africa. However, there is optimism rooted in digital border management technologies and emerging digital identities. These innovations not only promise to streamline border processes but also position Africa advantageously due to fewer legacy challenges in the digital realm.

IMAGE COURTESY OF : Pexels

Airlines and airports have long recognised the necessity of digital immigration processes, a trend accelerated by the COVID-19 pandemic. According to SITA's 2022 Air Transport IT Insights, 75% of airline executives plan to invest in biometric identity solutions by 2025, transforming passenger identification with simple facial scans.

Leading the charge in this digital transformation is SITA, a global IT and solutions provider for the air transport industry. With a track record spanning three decades and partnerships with 70 governments—including South Africa and Egypt—SITA has been instrumental in modernising border crossings. Their pioneering efforts in Advance Passenger Information processing have set global standards, while their on-going initiatives in digitalising immigration processes ensure faster, more secure travel experiences.

Digital identities, championed by global bodies like the International Civil Aviation Organisation, represent the next frontier. These digital passports, replacing physical documents, empower travellers to control their data privacy while facilitating seamless border crossings at airports, land crossings, and other touch points. This technology has proven effective during major global events such as the World Cup, where SITA's solutions managed influxes of visitors efficiently and securely.

Looking forward, the potential of digital identities extends beyond individuals to encompass goods and services, promising to reshape how borders are managed across Africa. This technological leap not only supports free trade aspirations but also enhances security measures, presenting a scalable and inclusive solution to manage public interactions under a unified identity.

With collaborative support from governments and stakeholders, Africa stands poised to leverage digital innovations to unlock its full economic potential. Policy alignment and intergovernmental cooperation are pivotal, but digitalization emerges as the linchpin that can turn the vision of an African free trade area into reality.

As Africa embraces these transformative technologies, the continent charts a course towards a future where efficient borders catalyse economic growth, bolster regional integration, and invite global engagement on its terms.

SOURCE: Jeremy Springall. Senior Vice President SITA at Borders

National Industry Partner: Amstone

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Platinum Sponsor: LOCKHEED MARTIN

Platinum Sponsor: MBDA

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RAYONI TOURISM AND AIR A TOURISTS' GATEWAY TO MALAWI

Malawi is on the brink of a transformative leap in tourism and aviation, thanks to the imminent launch of Rayoni Tourism Airline. Slated to begin operations in September, 2024, the airline aims to revolutionize travel and tourism in the region. This ambitious venture promises to bolster the local economy and spotlight Malawi's untapped tourist potential, especially in the northern region.

Rayoni Tourism Airline will commence its inaugural flights in September, 2024. The initial routes will focus on connecting Mzuzu in northern Malawi with major hubs like Johannesburg, Kilimanjaro, and Zanzibar. These routes will primarily utilize Q400 jet, Beech 1900D, and Cessna Caravan 208 aircraft. This strategic fleet selection is designed to facilitate seamless travel for tourists arriving via Ethiopian Airlines and other partner airlines.

Fleet and Operations

The decision to incorporate the Q400, Beech 1900D, and Cessna Caravan 208 into Rayoni's fleet is a calculated move to cater to the specific needs of tourists. The Q400 jets will transport passengers from major international

Dr Anthony John Mukumbwa. President Rayoni Tourism and Air.

hubs to Mzuzu, where they can easily connect to northern Malawi's touristic sites using the smaller, more versatile Beech 1900D and Cessna Caravan 208 aircraft. This ensures efficient and comfortable travel to destinations such as Nyika and Vwaza Game Reserves, Chitipa, Karonga, Nkhata Bay Lakeshore, and Likoma Island.

To guarantee the safety and maintenance of its fleet, Rayoni Tourism Airline has entered into an agreement with Absolute Service Centre at Lanseria for aircraft maintenance. The airline has also appointed dedicated Safety and Quality Managers who will work under the constant supervision of the Malawi Civil Aviation Authority.

Enhancing Customer Experience

Rayoni Tourism Airline places a high emphasis on customer service, evidenced by the establishment of a call center staffed by 10 attendants proficient in English, Spanish, and French. This center will provide continuous updates and address any challenges tourists may face, from their departure to their return home. Moreover, extensive research has been conducted to identify and mitigate common issues faced by tourists visiting Africa, ensuring a seamless travel experience.

Economic and Tourism Impact

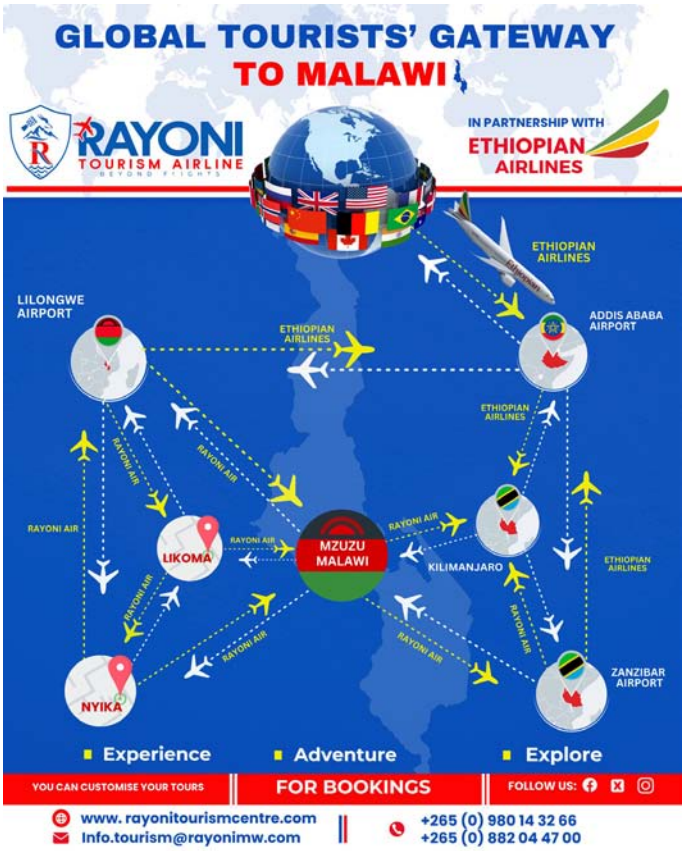
The launch of Rayoni Tourism Airline is poised to create approximately 50 direct jobs and over 100 indirect jobs in related sectors such as hospitality, transportation, and tour guiding. The economic benefits for Malawi, particularly in the northern region, are substantial, with expected increases in foreign currency earnings, employment, and tax contributions, trading business in food stuff supplied to hotels/lodges etc. This initiative aligns with Malawi's Vision 2063, particularly to its tourism pillar.

Promoting Malawi's Attractions

Rayoni Tourism Airline will play a pivotal role in promoting northern Malawi's unique attractions. Marketing campaigns will highlight the region's largest game reserves, pristine lake beaches, dense natural forests, and historical sites, including centuries-old churches established by European missionaries. The airline's collaboration with Ethiopian Airlines will further amplify these efforts, as Rayoni-developed tour packages for Zanzibar, Kilimanjaro, and northern Malawi are marketed internationally.

Collaborations and Future Plans

Rayoni Tourism Airline has established significant partnerships, notably with Ethiopian Airlines, to enhance its reach and service offerings. This collaboration ensures that tourists arriving in Lilongwe (In Malawi), Zanzibar, and Kilimanjaro (In Tanzania) are seamlessly transitioned



to Rayoni's comprehensive tour packages. The airline is also seeking additional partnerships with global tour operators to market its unique offerings.

In terms of infrastructure development, Rayoni plans to construct the largest international convention centre in Mzuzu, catering to international, regional, and local conferences. This project is currently in the fundraising stage and is expected to boost conference tourism, with Ethiopian Airlines offering reasonably priced tickets for delegates. The Rayoni International Convention Centre (RICC) will complement the airline's operations by integrating conference and tourism packages.

Expansion and Compliance

Looking ahead, Rayoni Tourism Airline has plans to expand its fleet based on business progression, aiming to become a formidable force in African tourism. Strategic regional and international marketing, coupled with partnerships, will drive this growth.

Rayoni Tourism Airline is set to redefine travel and tourism in Malawi, offering tailored services that highlight the country's rich cultural and natural heritage. Through strategic partnerships, infrastructure development, and a strong focus on customer experience, Rayoni Tourism Airline is poised to make a significant impact on Malawi's tourism landscape. The airline's launch marks a new chapter in the nation's journey towards becoming a premier tourist destination in Africa.

For more information : www.rayonitourismcentre.com

CAPE TOWN INTERNATIONAL AND OR TAMBO INTERNATIONAL AMONG WORLD'S TOP 10 BEST AIRPORTS

South Africa's Cape Town International Airport (CTIA) and OR Tambo International Airport (ORTIA) have garnered global recognition, earning spots among the Top 10 Best Airports in the World for 2024. According to the latest rankings by AirHelp, CTIA secured an impressive second place, while ORTIA clinched the sixth spot.

Global Recognition for South African Airports

AirHelp's comprehensive ranking evaluated 239 airports across 69 countries, focusing on flights taken from May 1, 2023, to April 30, 2024. With over 4,000 airports in its database, AirHelp whittled this number down to the busiest and most popular airports among travelers. The ranking criteria included three key factors: on-time performance, customer opinion, and the quality of food and shops.

AirHelp's methodology ensures a rigorous assessment, aiming to rank the world's major airports. However, it's worth noting that some airports were excluded due to a lack of data.

ACSA Celebrates a Milestone Achievement

Both CTIA and ORTIA are managed by the Airports Company South Africa (ACSA), which celebrated the achievement on social media.

CTIA's remarkable ranking also saw it clinch the number one spot as the best airport in Africa, a testament to its outstanding performance and customer satisfaction.

Top 10 Best Airports in the World 2024

1. Doha Hamad Airport, Doha, Qatar (8.52)
2. Cape Town International Airport, Cape Town, South Africa (8.50)
3. Nagoya Chubu Airport, Nagoya, Japan (8.49)

IMAGE COURTESY OF : ACSA

4. Osaka Itami Airport, Osaka, Japan (8.46)
5. Brasília–Presidente Juscelino Kubitschek Airport, Brasília, Brazil (8.32)
6. Johannesburg OR Tambo Airport, Johannesburg, South Africa (8.29)
7. Muscat Airport, Muscat, Oman (8.28)
8. Salt Lake City Airport, Salt Lake City, United States (8.28)
9. Belém Val-de-Cans Airport, Belém, Brazil (8.26)
10. Tokyo Narita Airport, Tokyo, Japan (8.24)

Elevating the Standard of Excellence

Cape Town International Airport's high score of 8.50 reflects its commitment to providing exceptional services and facilities. The airport's blend of efficiency, passenger satisfaction, and quality amenities has solidified its reputation as a world-class airport. Similarly, OR Tambo International Airport's score of 8.29 underscores its importance as a major hub in Africa and its role in connecting passengers to global destinations.

The inclusion of CTIA and ORTIA in the Top 10 Best Airports in the World for 2024 is a significant milestone for South African aviation. This achievement highlights the dedication of Airports Company South Africa in maintaining high standards of service and operational excellence. As these airports continue to soar to new heights, they not only elevate the standard of aviation in Africa but also enhance the travel experience for millions of passengers worldwide.

NEW TERMINAL AT ORT TO BOOST AIR CARGO TRAFFIC GROWTH

Airports Company South Africa (ACSA) has unveiled ambitious plans to enhance infrastructure and capacity for air cargo at OR Tambo International Airport in Johannesburg. This move comes in response to robust growth in global air cargo markets, as evidenced by recent data from the International Air Transport Association (IATA).

Rising Demand for Air Cargo

IATA's data for April 2024 highlights a strong annual growth in air cargo demand, particularly in Africa.

African airlines experienced a 10.6% year-on-year increase in air cargo demand, with the Africa-Asia market seeing a remarkable 25.8% surge compared to April 2023. This upward trend has motivated ACSA to bolster its air cargo handling capabilities.

Economic Impact and Strategic Importance

Terence Delomoney, ACSA's Group Executive for Operations Management, accentuated the significant role air cargo can play in driving socio-economic growth across Africa. "Air cargo, which allows the transport of goods quickly by air, is a big trade enabler and could potentially drive economic recovery across the region because the global economy is dependent on the ability to move goods quickly and at competitive prices."

The establishment of the African Continental Free Trade Area (AfCFTA) agreement is expected to further boost intra-Africa trade. AfCFTA, the world's largest free trade area, aims to increase income by $450 billion and lift over 30 million people out of poverty across the continent. Despite Africa accounting for 18% of the global population, it only represents 2.1% of air transport activities. The World Bank estimates that AfCFTA could boost Africa's exports by 32% by 2035 and significantly increase foreign direct investment.

Infrastructure Enhancements at ORT

ACSA's response to the growing demand includes constructing a new mid-field cargo terminal at OR Tambo International Airport. This terminal is critical in addressing the increasing need for cargo capacity in South Africa's economic hub. The airport is focusing on improving facilities, expanding cargo terminals, and upgrading air traffic control systems to enhance efficiency and capacity for air cargo transportation.

Delomoney explained that ACSA's efforts are designed to ease congestion and expand warehouse space in both the short and long term. "Acsa is placing a strong focus on Africa, with a specific goal to diversify and spread its source markets for international traffic, with the African continent being identified as low-hanging fruit. The organisation's ultimate aim is to be connected to every major city in Africa," Delomoney added.

Engagement with Stakeholders

ACSA is also engaging with air cargo stakeholders to ensure that new infrastructure meets their needs. As global demand for air cargo continues to rise, OR Tambo International Airport's new terminal is poised to play a crucial role in supporting this growth.

ACSA's strategic investments in infrastructure and engagement with stakeholders underscore its commitment to enhancing air cargo capabilities, ultimately contributing to economic development across Africa.

ELDERS FLIGHT 2024

Photos by: Pieter Cronje

The 2024 Elders Flight event, held at the South African Air Force (SAAF) Mobile Deployment Wing in Centurion, was a truly historic and record-breaking occasion. Organised by Felix Gosher, this remarkable event showcased the warm heart of the South African aviation community. With nearly 500 elders and military veterans taking to the skies in over 100 different aircraft, this year's event was particularly noteworthy as it marked the first time the flight took place at a military facility due to new air traffic control regulations at smaller airfields.

The event's success was amplified by the collaboration with the South African Air Force, utilising the former Air Force Base Swartkop, now known as the SAAF Mobile Deployment Wing. In his opening speech, Lieutenant General Wiseman Mbambo, Chief of the South African Air Force, emphasised the importance of honouring the elders as custodians of history. He praised the volunteer aircrews for their willingness to 'pay it forward' and provide many elders with their first flight experience.

Held in conjunction with the SAAF Museum's monthly flying day, the event highlighted the deep appreciation for our elders. Mbambo expressed gratitude to the organisers and revealed exciting plans to expand the Elders Flight to SAAF Museum branches in Gqeberha (Port Elizabeth) and Cape Town.

This event would not have been possible without the incredible sponsors who supported it. A heartfelt thank you to all the sponsors who made this day unforgettable. Special thanks go to Gavin Kiggen from ExecuJet, whose significant contributions helped make the Elders Flight 2024 a soaring success.

The beautiful moments of the day were captured by Kobus Zietsman and Dirk Vent Smit, whose incredible footage will keep the memories of this special day alive for years to come.

Thank you to everyone who made the Elders Flight 2024 an extraordinary event, giving our cherished elders the wings to soar.

To sponsor or take part in the upcoming TEMPE Childrens' Flight Contact: Felix Gosher at gosherfelix1@gmail.com

TANZANIA'S AVIATION SECTOR
NATIONAL IMPACT AND FUTURE PROSPECTS

Over the past three years, Tanzania has invested over 1.1 trillion shillings in airport construction and rehabilitation. Key projects include the construction of Msalato International Airport in Dodoma and the modernisation of airports in Mwanza and Mtwara.

Projects span various regions, including Musoma, Shinyanga, Tabora, Sumbawanga, Kigoma, Iringa, Songwe, Songea, Mtwara, Dodoma, and Arusha. These developments aim to enhance the country's connectivity, boost tourism, and support economic growth.

Director General of the TAA, Mussa Mbura, highlighted the extensive improvements at Mwanza Airport, which now accommodates multiple Boeing 737 aircraft and smaller caravans simultaneously. The on-going construction of a passenger building with a capacity of serving one million passengers annually is a testament to the government's commitment to elevating Tanzania's aviation industry.

Msalato International Airport: A Game-Changer for Dodoma

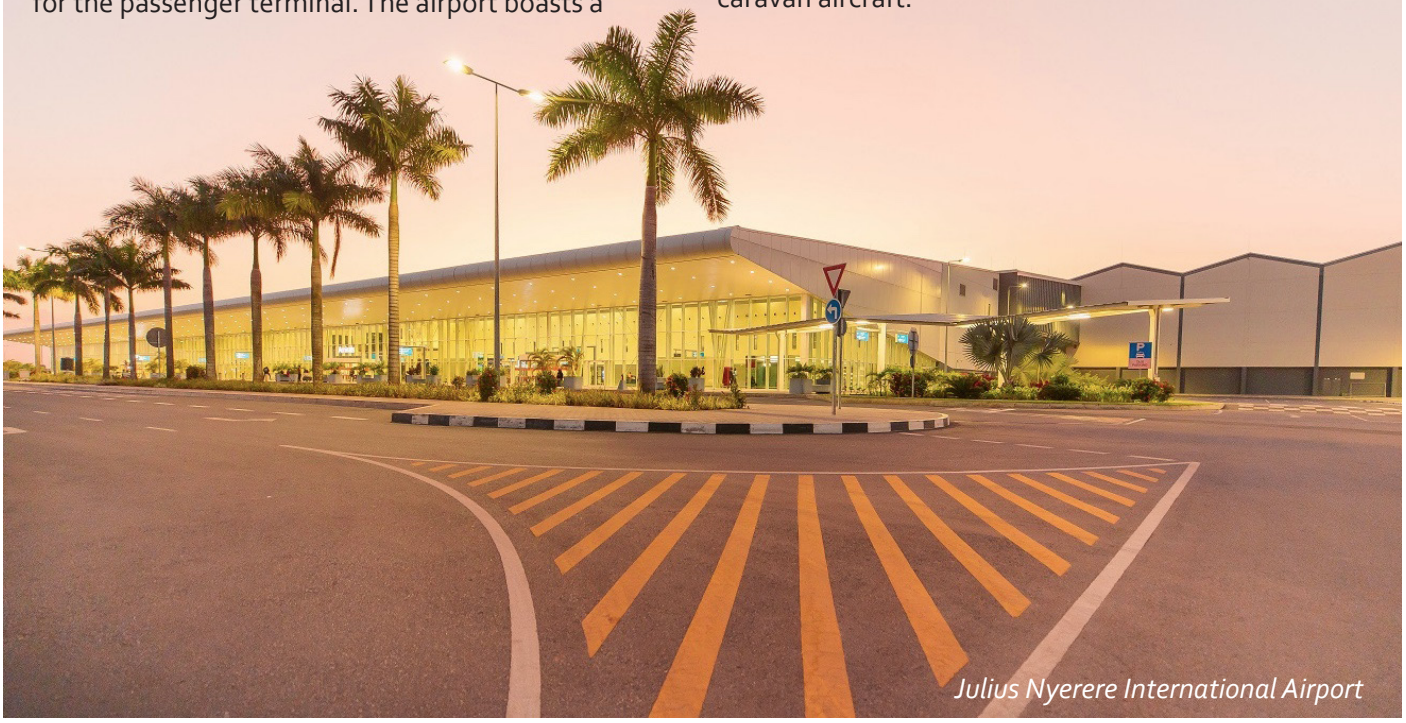
Prime Minister David Kihenzile expressed his satisfaction with the progress of Msalato International Airport, where construction has reached 67.6% completion for the overall infrastructure and 32.21% for the passenger terminal. The airport boasts a 3-kilometre runway capable of accommodating 13 large aircraft, a significant boost for the region's connectivity.

The project, managed by the Tanzania Roads Agency (TANROADS) and the Tanzania Airports Authority (TAA), is set to complete by 2025. The new airport will support 608 jobs during the runway construction and additional employment for the passenger-building project, which includes 31 guest workers per project. Once operational, Msalato International Airport is expected to handle 1.2 million passengers annually, significantly enhancing Dodoma's accessibility and tourism potential.

Mwanza Airport: A Beacon of Modernisation

Transport Minister Makame Mbarawa recently stated the importance of commercialising airport operations to boost economic productivity. During the signing ceremony for the completion of the passenger terminal at Mwanza Airport, Mbarawa highlighted the government's investment of 29 billion shillings for the project. The improvements include business areas, parking for 300 cars, access roads, and a security fence.

The Mwanza Airport project, supervised by the TAA, aims to meet international standards and support the region's economic growth. The facility will serve up to one million passengers annually, with a significant capacity for both large commercial and smaller caravan aircraft.



Julius Nyerere International Airport

Msalato Aiport Artists Impression

Mtwara Airport: Preparing for the Future

In another strategic move, the Tanzanian government has allocated 73.5 billion shillings for the construction of passenger buildings, fire and weather stations, and a control tower at Mtwara Airport. This development is part of a broader initiative to modernise airports across the country, ensuring they can operate efficiently.

Chairman of the Parliamentary Standing Committee on Infrastructure, Selemani Kakoso, stressed the importance of timely completion and high standards for these projects. The government's commitment to improving airports such as Musoma, Iringa, Songwe, and others underscores its dedication to developing a robust aviation infrastructure.

National Impact and Future Prospects

Over the past three years, Tanzania has invested over 1.1 trillion shillings in airport construction and rehabilitation. These developments aim to enhance the country's connectivity, boost tourism, and support economic growth.

Director General of the TAA, Mussa Mbura, highlighted the extensive improvements at Mwanza Airport, which now accommodates multiple Boeing 737 aircraft and smaller caravans simultaneously. The on-going construction of a passenger building with a capacity of serving one million passengers annually is a testament to the government's commitment to elevating Tanzania's aviation industry.

The comprehensive upgrades and new constructions in Tanzania's aviation sector signify a promising future. By enhancing infrastructure and operational efficiency, the country is poised to become a more attractive destination for tourists and a more robust hub for economic activity.

Mwanza Aiport Artists Impression

KEY CONSIDERATIONS FOR AIRPORT PLANNING AND DESIGN

Airports are essential infrastructure providers that support aviation's role as a driver of major economic and social benefits. The design and planning of airports are complex processes that must consider numerous factors to ensure efficiency, adaptability, and sustainability.

Efficient Infrastructure Development

The core facilities of any airport—runways, terminals, security systems, and baggage handling—must accommodate expected passenger numbers, aircraft movements, and freight volumes. Airport planners must develop infrastructure that is not only efficient but also cost-effective to build and operate. Flexibility is crucial, allowing facilities to adapt to future needs and changes, including those posed by environmental changes or geopolitical instability.

The Importance of Stakeholder Dialogue

A key aspect of successful airport planning and design is the involvement of stakeholders, particularly airline users. Engaging in dialogue helps ensure that infrastructure is functional, fit-for-purpose, and adaptable to future changes. Understanding market requirements and the specific needs of users through traffic forecasting and capacity assessment is fundamental to determining the scale and type of facilities required.

Traffic and Capacity Forecasts

Traffic forecasts provide estimates of future passenger and cargo volumes and aircraft activity. Capacity assessments measure service and efficiency levels. The difference between these forecasts and assessments identifies which facilities need upgrading or expansion and helps determine their size and potential timelines. Additionally, the airport's concept of operations, which describes desired operational outcomes, influences the building program by driving different levels of utilisation within the planned infrastructure.

The Role of Technology

Technology is rapidly transforming airport operations. The rise of digitalisation, including biometrics and contactless self-service solutions, enhances efficiency and improves the passenger experience. Technology can optimise infrastructure use, reduce operational costs, and defer capital expenditure. Simulation tools and collaborative decision-making tools are valuable for modelling scenarios and improving operational efficiency and resilience.

Strengthening Resilience

Airport planners must consider changes in business and regulatory environments, future airline business models, and traffic patterns. Flexible design allows terminals to adapt to changing requirements, such as security or customs regulations, by altering the terminal's shape or expanding its space. Recent crises, like the COVID-19 pandemic, highlight the need for design principles that strengthen resilience and support the well-being of users. Innovations like touchless self-service solutions and advanced air ventilation systems are now essential.

Universal Access and Sustainability

Universal design principles ensure that airports are accessible to all, meeting societal expectations and regulatory requirements. Environmental sustainability is a growing concern, with airport planning and design playing a crucial role in addressing issues like noise, air quality, and greenhouse gas emissions. Airports are vulnerable to climate change impacts such as extreme weather and flooding, making risk management strategies essential.

A Comprehensive Master Plan

A comprehensive airport master plan is vital, providing a vision and strategy for long-term development. It balances various elements, ensuring development is logical, consistent, sustainable, and cost-efficient. Effective construction and implementation planning are crucial to avoid delays and ensure the infrastructure functions as designed from day one.

For detailed guidance on airport planning and design, consult the 12th edition of IATA's Airport Development Reference Manual. This resource offers specific recommendations for the detailed planning of airport facilities, ensuring they meet the evolving needs of the aviation industry.

SOURCE: IATA Knowledgehub

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THE CAPE WINELANDS AIRPORT: STRATEGIC VISION FOR GROWTH AND SUSTAINABILITY

The Cape Winelands Airport (CWA) is embarking on an ambitious transformation from a modest airfield into a bustling commercial and aviation centre. The strategic blueprint for this evolution underscores the airport's aim to become a global leader in sustainability, technology, and growth. Beyond being an aviation hub, the plan highlights CWA's potential as a catalyst for regional economic development and community inclusion.

Location and Strategic Importance

Situated in the iconic city of Cape Town, a destination renowned by both global and local travellers, Cape Winelands Airport is poised to capitalize on unique opportunities. Its strategic importance extends beyond tourism, aligning seamlessly with Cape Town's vibrant business landscape. The core objective is to establish a cohesive link with Cape Town, fostering a partnership that benefits both the city and the airport.

Roles within the Aviation Sector

The aviation sector is broad and multifaceted, comprising various sub-sectors, each with its own constraints and opportunities. Cape Winelands Airport aims to address these and enhance the socioeconomic landscape of the region by fulfilling several key roles:

1. Scheduled Airline Services: For domestic and international passenger and cargo operations.
2. General Aviation: Catering to domestic and international, unscheduled, and private operations.
3. Alternate Airport: Serving as a planning alternative for fuel and environmental savings.
4. Reliever Airport: Adding redundancy and diversion capability for aircraft in the region.
5. Logistics Hub: Catalysing multi-modal commercial activity and stimulating economic growth.
6. Commercial Property Developments:Facilitating growth through the above roles.

Development Plans (Subject to Regulatory Approval)

The airport's transformation involves several key infrastructure developments designed to enhance its capacity and efficiency.

Realigned Runway and Aircraft Parking Stands

Currently featuring four runways, the future development plan includes realigning one runway to

a Code 4F specification, capable of accommodating wide-body aircraft. This will also include the addition of aircraft parking stands.

New Terminal Building

A state-of-the-art boutique terminal building will be constructed, featuring advanced processing facilities. This terminal will leverage the latest technology to offer modern solutions for check-in, baggage handling, and security, creating a seamless experience for travellers.

Cargo Processing Facility

A crucial component of the development is the cargo processing facility. The success of airline operations is closely tied to their ability to efficiently handle cargo. This facility will ensure ease of access to the airside, enhancing the airport's cargo capabilities.

New Hangarage

The plan includes the construction of additional hangars to serve the General Aviation, Business Aviation, and Airline sectors. This will provide an environment for aviation to thrive.

Fuelling Facilities

Aviation fuel storage facilities, including JetA1 and Avgas, will be built, with special provisions for sustainable aviation fuels (SAFs) in line with the industry's shift towards a greener future. Additionally, a fuelling station will be constructed at the airport entrance to serve both airport users and nearby residents.

Other Planned Infrastructure

- Hotel Accommodation: For passengers and flight students.
- Heliport: To enhance connectivity and service offerings.
- Warehousing and Logistics Facilities: These facilities will support the combination of transport linkages and commercial activities, driving demand for light-industrial development such as logistics, warehousing, and air freight.

Each of these activities is expected to generate non-aeronautical revenue, supporting the airport's development and fostering a diversified business model.

Cape Winelands Airport's strategic vision is set to transform it into a pivotal player in the aviation industry. By focusing on sustainability, technological advancement, and economic growth, CWA is not just planning to expand its operations but also to significantly impact the regional economy and community. As the development unfolds, Cape Winelands Airport is poised to become a cornerstone of Cape Town's aviation and commercial landscape

IMAGE COURTESY OF: Cape Winelands Airport

IMAGE COURTESY OF: Serengeti FlyIn Safari

NEW FLIGHT ROUTES IMPROVING ACCESS TO TOP SAFARI DESTINATIONS

Travellers eager to explore Africa's premier safari destinations now have more flight options, thanks to new route connections introduced in 2024. These additions are enhancing accessibility to some of the continent's most sought-after wildlife and adventure spots.

Airlink Reconnects Mozambique's Vilanculos with South Africa's Kruger – July 2024

In July, Airlink resumed its seasonal beach-and-bush route between South Africa's Kruger National Park and Mozambique. This service links Kruger Mpumalanga International Airport with Vilanculos, operating on Mondays, Wednesdays, Fridays, and Sundays. The route will run until January 2025, allowing travelers to experience the unique combination of Kruger safaris and Mozambique's stunning beaches.

The Panorama Route in Mpumalanga, a popular add-on to a Kruger safari, offers highlights such as God's Window, Bourke's Luck Potholes, and the Three Rondavels. Vilanculos, the gateway to the Bazaruto Archipelago, is renowned for its beaches, marine life, and vibrant island culture.

FlySafair Launches Johannesburg to Kruger Route – August 2024

Starting on August 2, FlySafair will launch a new route from OR Tambo International Airport (JNB) to Kruger Mpumalanga International Airport (MQP) in Nelspruit, with twice-weekly services. This route complements existing direct flights to Kruger from Johannesburg, Cape Town, and Durban, making the wildlife reserve even more accessible.

Kruger Mpumalanga International Airport, just a 50-minute drive from Kruger National Park's Numbi Gate, is also serviced by Airlink and Cemair, providing ample flight options for travellers.

Norse Atlantic Adds New Direct Flight to Cape Town – October 2024

From October 28, UK travellers will have more direct routes to Cape Town, with Norse Atlantic

Airways launching a new service between Cape Town International Airport and London Gatwick Airport. The seasonal route will operate three weekly flights, arriving in Cape Town on Tuesdays, Thursdays, and Sundays, and departing for London Gatwick shortly after.

Delta Expands Service to Nigeria, Upgrades South Africa and Ghana Fleet – December 2024

Delta Airlines will revive its daily service from New York-JFK to Lagos, Nigeria, starting December 1. This expansion complements Delta's existing daily flights from Atlanta, offering up to 14 weekly flights to Nigeria during early winter. The New York-JFK to Lagos route will then shift to three times per week starting January 16, 2025. Additionally, Delta has confirmed fleet upgrades for its South Africa and Ghana services, enhancing the travel experience for passengers on these routes.

New Flight Routes Started Earlier in 2024

Qatar Adds New Africa Gateway to DRC – June 2023

Qatar Airways opened a new gateway in Africa by connecting Doha with Kinshasa in the Democratic Republic of Congo. The inaugural flight landed on June 1, increasing the airline's African destinations to 29. This new route also boosts capacity to Angola, with flights to Luanda increasing from one to four weekly.

Ethiopian Airlines Adds Botswana Connection – June 2024

Starting June 10, Ethiopian Airlines began connecting Addis Ababa with Zambia's Ndola and Botswana's Maun. The thrice-weekly flights on Mondays, Wednesdays, and Saturdays offer seamless connectivity for travellers heading to the Okavango Delta, known for its diverse wildlife and stunning landscapes.

Lufthansa Ups Direct Flights to South Africa – June 2024

Lufthansa launched a direct flight between Munich and Johannesburg in June, improving access for European travellers. The increase in direct flights to South Africa is a boon for the growing number of German tourists visiting the country.

Proflight Zambia Connects Lusaka and Cape Town – February 2024

Proflight Zambia introduced a new direct route between Lusaka and Cape Town in February, operating thrice-weekly flights. This connection is ideal for travellers seeking to combine a safari adventure with Cape Town's beaches and wine regions.

Virgin Atlantic and Kenya Airways Improve Connectivity to Kenya – March 2024

Virgin Atlantic and Kenya Airways enhanced connectivity between the UK and East Africa with a new codeshare agreement. This partnership allows Virgin Atlantic customers to book flights on Kenya Airways' route between London Heathrow and Nairobi, simplifying travel to one of East Africa's top safari destinations.

Federal Airlines Connects Marakele and Madikwe Game Reserve – March 2024

Federal Airlines launched a new shuttle route in March, connecting Marakele National Park to Madikwe Game Reserve. This service offers daily shuttles to South Africa's top Big Five game reserves, providing convenient access for luxury safari travellers.

FlySafair Connects Cape Town to Kruger – April 2024

FlySafair launched a new route between Cape Town and Kruger Mpumalanga International Airport in April. The twice-weekly service enhances accessibility to South Africa's flagship national park for travellers from the Mother City.

FlyNamibia Adds New Route Between Windhoek and Victoria Falls – April 2024

FlyNamibia began operating flights between Windhoek and Victoria Falls in April, offering direct connections between central Namibia and one of Africa's most iconic natural wonders.

Air Traffic Recovery Across Africa

Passenger demand is driving new route connections, with African airlines approaching pre-pandemic levels of air travel. Data from the International Air Transport Association (IATA) shows a 9.5% increase in air travel for Africa in December 2023 compared to the previous year.

According to travel analytics firm ForwardKeys, international arrivals in popular safari destinations saw double-digit growth towards the end of 2023. Tanzania, Rwanda, and Namibia experienced significant increases in visitor numbers, reflecting a growing interest in African travel.

Julia Simpson, President and CEO of the World Travel and Tourism Council (WTTC), noted the rising demand for African destinations, emphasizing the "undeniable appetite for travel to destinations across Africa."

With these new routes and partnerships, accessing Africa's top safari destinations has never been easier, promising more seamless and enriching travel experiences for adventure-seekers worldwide.

SOURCE: Discover Africa.

IMAGE COURTESY OF: Pexels, Taryn Elliott

AVIATION AND CULTURAL EXCHANGE: CONNECTING PEOPLE AND PLACES

Aviation has revolutionized global travel, creating seamless connections between disparate parts of the world. Beyond its practical benefits, aviation plays a crucial role in fostering cultural exchange, facilitating interactions between diverse communities, and promoting mutual understanding. This article explores the profound impact of aviation on cultural exchange, highlighting how it has connected people and places like never before.

Enabling Easy Access to Diverse Cultures

Aviation has made it easier than ever for individuals to explore new cultures and experience the richness of different societies. With the ability to travel swiftly and conveniently, people can immerse themselves in unique traditions, languages, and customs. Whether visiting historical landmarks, participating in local festivals, or engaging with indigenous communities, aviation has opened up a world of cultural exploration.

Facilitating Interactions and Collaboration

By bridging geographical gaps, aviation fosters face-to-face interactions between people from different backgrounds. It enables personal connections, encouraging dialogue, understanding, and friendship. These interactions can lead to meaningful collaborations in various fields, including education, arts, science, and business, fostering a global exchange of ideas and innovations.

Preserving and Celebrating Cultural Heritage

Aviation plays a crucial role in preserving and celebrating cultural heritage. It allows individuals to travel to distant places to witness and appreciate the beauty of ancient civilizations, historical sites, and artistic masterpieces. Furthermore, airlines often promote cultural heritage by offering in-flight entertainment showcasing local music, movies, and literature, thus enriching the travel experience and promoting cross-cultural understanding.

Cultural Tourism and Economic Development

The growth of aviation has led to a boom in cultural tourism, benefiting both local communities and economies. Tourists now have the opportunity to explore unique cultural destinations, contributing to the preservation and revitalization of traditional crafts, performing arts, and local economies. This, in turn, creates employment opportunities and stimulates economic development in regions that heavily rely on tourism.

Language Learning and Global Communication

Aviation has made it easier for language enthusiasts to learn and practice different languages. People can travel to countries where their target language is spoken, immerse themselves in the linguistic environment, and engage in conversations with native speakers. This linguistic exchange fosters cultural understanding and helps break down communication barriers, promoting a more interconnected world.

Soaring Numbers: How Air Travel Fuels Cultural Exchange

- **Tourist Travel**: According to the latest 2023 World Tourism Organization report, international tourist arrivals are projected to reach 1.8 billion by the end of the year. This reflects a continued growth in air travel for leisure and cultural experiences.
- **Global Connectivity**: IATA's most recent air traffic data (as of December 2023) shows that over 120,000 daily passenger flights connect destinations across the globe. This expansive network highlights the ease of travel and cultural exchange facilitated by aviation.

Aviation has become a powerful catalyst for cultural exchange, connecting people and places in ways that were unimaginable in the past. By enabling easy access to diverse cultures, facilitating interactions, preserving cultural heritage, boosting tourism, and promoting language learning, aviation has created a global network of exchange that strengthens bonds between individuals and societies. As we continue to embrace the benefits of aviation, let us celebrate and cherish the opportunities it provides to foster mutual understanding, appreciation, and unity among people from all corners of the world.

SOURCE: Boivin, M. (2017). The Role of Aviation in Cultural Exchange. *Journal of Air Transport Studies*, 8(1), 1-15.

For more information, visit Aviation and Cultural Exchange at, https://www.aviationfile.com/aviation-and-cultural-exchange-connecting-people-and-places/.

GLOBAL IT CRASH WREAKS HAVOC

In the wake of one of the most significant IT crashes in recent years, the aviation industry is gradually resuming normal operations. A software update to an antivirus program operating on Microsoft Windows led to the cancellation of dozens of flights, causing widespread disruption worldwide.

Passenger crowds swelled at airports on Friday as the update caused systems to crash, leading to numerous cancellations and delays. However, by Saturday, officials reported that the situation had returned to near-normal in airports across Germany and France. This recovery comes just as Paris is preparing to welcome millions of visitors for the Olympic Games, starting on Friday.

Multiple US airlines and airports across Asia have reported resumed operations. Check-in services have been restored in key hubs such as Hong Kong, South Korea, and Thailand, with operations mostly back to normal in India, Indonesia, and Singapore's Changi Airport by Saturday afternoon.

CrowdStrike Apologizes

Microsoft estimated that 8.5 million Windows devices were affected by the global IT crash, equating to less than one percent of all Windows machines. Despite this relatively small percentage, the broad economic and societal impacts reflect the widespread use of CrowdStrike by enterprises running critical services.

The issue began at 1900 GMT on Thursday, affecting Windows users running the CrowdStrike Falcon cybersecurity software. In a Saturday blog post, CrowdStrike explained that an update released on Thursday night caused system crashes and the infamous "blue screen of death" fatal error message.

CrowdStrike quickly rolled out a fix for the problem. The company's CEO, George Kurtz, expressed his apologies, stating, "I want to personally apologize to every organization, every group, and every person who has been impacted." Despite this, the company warned that a full return to normal operations might take a few days.

Broader Impact and Response

The fallout from the IT crash extended beyond the aviation industry. Reports from the Netherlands and Britain suggested that health services were affected, indicating that the full impact might still be unfolding. Media companies also experienced significant disruptions, with Britain's Sky News and Australia's ABC reporting major difficulties.

Authorities in Australia, Britain, and Germany warned of an increase in scam and phishing attempts following the outage, including fraudulent offers to help reboot computers and requests for personal information or credit card details.

Banks in Kenya and Ukraine reported issues with their digital services, and some mobile phone carriers experienced disruptions.

Flight Chaos and Recovery

The IT crash led to chaotic scenes at airports worldwide. Some airports halted all flights, while others resorted to manual check-ins, resulting in long lines and frustrated travellers. Thousands of US flights were grounded, but airlines later reported they were re-establishing services and working through the backlog.

A senior US administration official stated on Friday, "Our understanding is that flight operations have resumed across the country, although some congestion remains." India's largest airline, Indigo, reported on Saturday that operations had been "resolved," but noted that the process of resuming normal operations would continue into the weekend. Low-cost carrier AirAsia was still working to recover its departure control systems, while Chinese state media reported that Beijing's airports had not been affected.

Lessons Learned

Companies affected by the crash are now focused on patching their systems and assessing the damage.

Officials have tried to reassure the public by ruling out foul play. According to CrowdStrike's blog, the issue was "not the result of or related to a cyberattack."

Experts have called for a widespread reconsideration of societal reliance on a handful of tech companies.

As the aviation industry continues to recover from this unprecedented outage, the incident serves as a stark reminder of the vulnerabilities inherent in modern technological systems and the critical need for robust and resilient infrastructure.

IMAGE COURTESY OF: Bodo Marks DPA via AP

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