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FLIGHT IN AFRICA



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# HUEYS - THE WORK HORSE



Our check list photo this month was taken by our Cape Town photographer and aviation enthusiast Louis Vosloo. He snapped this while covering the Stellenbosch air show. It is of the well-known ngo/ government organisation called Working on Fire and features their Huey heli with its Bambi bucket and how it is used for a water drop in the fight against fires. This is a bumper edition so be sure to read the exclusive interview with Textron Aviation Bell's managing director Africa and Middle East Sameer Rehman. And then catch up on the latest in the world of financing and leasing with our guest columnist managing director Osprey Insurance brokers Suzanne Chambers, one of the largest specialist aviation insurance brokers in Malta.

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# EXCITING EBACE 2022

By Heidi Gibson

**By the time you read this EBACE 2022 would have already happened. It's such a pity that the event – the first time in person EBACE for two years - fell right between our deadline as we would have loved to profile more of what took place. But we did manage to keep in a bit – read about Dassault Falcon's 6X round the world proving tour – and they are coming to Africa.**

Back to EBACE, organisers gave pilot Zara Rutherford - youngest women round-the-world solo flight and tennis legend Martina Navratilova who along the way to super sports stardom earned her pilot's licence the opening ceremony. What a way to kick the event off. It looked like some tennis balls went flying through the crowd!

Their role at this premier event? "Opening hearts and firing imaginations," said NBAA President and CEO Ed Bolen. I like Ed.

On the aircraft side there was more than 50 aircraft on static display and Bombardier made EBACE 2022 the place for the announcement of its Global 8000.

Sustainability took centre stage as the industry pushes to achieve the Business Aviation Commitment on Climate Change goal of net-zero carbon emissions by 2050.

And Erik Lindbergh, founder of The Lindbergh Foundation, announced the Forever Flight Alliance, an award to incentivise efforts worldwide to decarbonise aviation supported by the XPRIZE Foundation, The Prince Albert II of Monaco Foundation and NBAA.

Lindbergh said it was a prize that led to the historic 1927 New York-to-Paris flight by his grandfather, Charles Lindbergh, and

challenges have been instrumental in making private space flight possible.

Do yourselves a favour and go to <https://ebace.aero/2022/> There is so much more there than we could do justice.

## Eswatini set to take-off?

On the South African front, everyone was saying that Royal Eswatini National Airways was due to start flying to King Shaka International Airport the first week of June but no-one - not the marketing manager for the Airline, the King Shaka airport or any other sources. Watch this space as we try to find out what is really happening.

Then there was the issue about the supply of jet fuel to OR Tambo International Airport which forced some international airlines to divert flights to Durban and Windhoek to refuel on their return journeys. Two international flights were also cancelled due to an inability secure fuel in time.

World Airnews had information that supply went as low as two/two and a half days but recently this seems to have stabilised after an additional 20 million litres of fuel was procured by the airport. The supply was due to be pumped up to the Natref and then it goes to the airport. Authorities said this stock was due to arrive by 27 May.

The devastating floods in KZN destroyed rail infrastructure operated by Transnet Freight Rail and it seems it will be a long time before this returns to normal operating levels.

Acsa's group CEO Mpumi Mpofu said Transnet had informed it that its railway line would return to 50% of its capacity by 9 June, with 100% set to be restored by the end of October.

Don't hold your breath!

This is a cracker jack edition with insight into the financial/insurance crisis caused by the war in Ukraine, a lovely read about Bell helicopters footprint across Africa and so much more.



Two women - one a tennis legend and the other a pioneering pilot - personified the future of business aviation as the 2022 European Business Aviation Convention & Exhibition (EBACE2022) opened at Geneva, Switzerland's Palexpo centre and Geneva Airport.



# GOOD AT ONE THING ISN'T GOOD ENOUGH FOR A FALCON.

What makes a Falcon so distinctive in comparison with other business jets? It is not one particular feature. Some Falcons have digital flight controls. Some have conventional controls. Some have three engines, others two. Each meets different mission criteria.

## **BALANCED TO PERFECTION**

But all Falcons share a common—and unique—design approach. One that strives for balanced performance and comfort. That is, they are optimized in a way that other, overpowered, overweight aircraft are not.

Falcons are strong, yet light. In part, due

to composites. They approach runways slowly, yet cruise speedily. They are military tough but are the epitome of sleek stylishness.

This makes them powerful yet fuel thrifty. In fact, Falcons are the most efficient business aircraft across the board. Up to 30% more efficient than competitors. And lower fuel burn means lower emissions.

## **GENETIC INHERITANCE**

One way to think about the Falcon product line is to consider its military heritage.

In a fighter like the Mirage or Rafale, designers strip away excess. These



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fighters are immensely strong, of course, but not overbuilt. Their control systems are precision tuned.

The Falcon Digital Flight Control System is the benchmark for precision and responsiveness. Any pilot from any era will tell you that a Dassault aircraft, fighter or business jet handles beautifully. And passengers will appreciate the smoother ride that results.

### **EFFICIENCY IN EVERY INCH**

Consider the wing of any Falcon. It's exquisitely clean. It is not overly large, which reduces drag at altitude. It also flexes in flight, reducing the effect of

turbulence. During takeoff and landing Falcon flaps and slats enlarge wing area and increase lift for slower, safer landings.

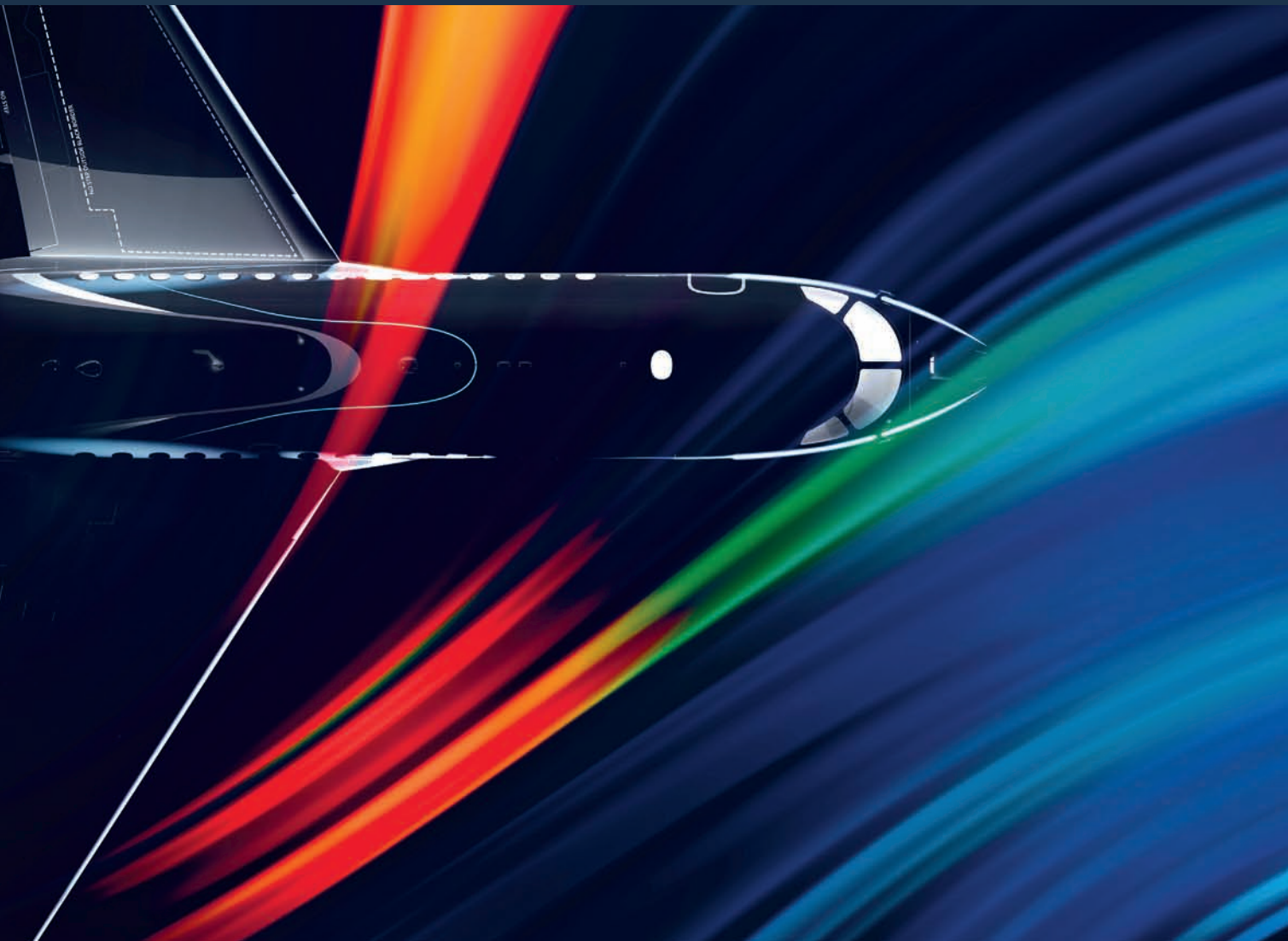
Falcons fly where others can't because of this low-speed performance, opening up a vast number of airfields, some less than 4,000 feet. Whether it's Gstaad, Telluride or London City, they land closer to your final destination.

### **INNER SPACE TECHNOLOGY**

Highly efficient use of space and materials has given Dassault designers the freedom to make Falcon cabins the best in the industry. Packed with the

latest technology for a quieter, healthier, more spacious travel experience. And one that is highly connected.

Call it what you will. Balance. Optimization. Efficiency. Dassault has been refining this design advantage with each generation of Falcons. Maybe that's why over 2600 of them have been delivered since 1965. And why generations of pilots and passengers revere them.





# BELL: ABOVE AND BEYOND FLIGHT IN AFRICA



*World Airnews* editor Heidi Gibson got a chance to interview managing director Africa and Middle East Sameer Rehman looking at Bell's civilian helicopter presence on the continent and in South Africa.



**WAN:** Bell Textron Incorporated is an American aerospace manufacturer with headquarters in Fort Worth, Texas. A subsidiary of Textron, Bell manufactures military rotorcraft at facilities in Fort Worth and Amarillo, Texas, as well as commercial helicopters in Mirabel, Quebec, Canada. Greetings Mr Rehman. Please can you tell us a little bit about yourself, your aviation background and when you took up your current position.

SR: I am in my 24th year at the Textron group of companies, and currently hold the position of managing director, Africa & Middle East, for Bell. I am responsible for sales and service activity for Bell's commercial products in the region.

Prior to leading the Africa & Middle East team, I was managing director for Bell's Asia Pacific business, based in Singapore. My career has spanned different business units at Textron.

Before Bell, I led Textron financial corporation's Asia Pacific & Middle East aviation finance group as global sales director, where I was a Six Sigma Black Belt in Cessna Aircraft Company's sales and marketing organisation.

I started my Textron journey in 1999 as structures engineer for Cessna's single-engine division, first in Independence, Kansas, and then in Wichita. Initially studying Aerospace Engineering in the US, I have continued my learning throughout my career - including gaining my pilot's licence.





My multi-disciplinary experience in engineering, aircraft financing and business growth in the aerospace industry with Bell and Cessna Aircraft company has taken me to the Americas, the Asia Pacific and of course, the Middle East & Africa. I've been lucky enough to work in eight countries and thoroughly enjoy working and living in a multicultural environment - I'm most definitely a firm advocate of strength in diversity.

**WAN: World Airnews has a strong presence in Africa and this year we celebrate 50 years of aviation history. Can you briefly describe Bell's presence on the continent - telling our readers what types of helicopters feature strongly and what the reasons are for this?**

SR: Firstly, congratulations on your 50-year anniversary! Bell has a long history in Africa - our aircraft can be found in 40 African countries, with the highest concentration being in South Africa. Bell aircraft are built for their agility and versatility - they are designed to carry out an array of missions in extreme conditions, with impressive cargo carrying capacities, long range and low pilot workload.

The African market is all about multi-mission capabilities and this is why Bell platforms work so well on the continent. You'll see many of our platforms throughout the country each performing a broad range of missions, including para-public, energy / utility, corporate,

charter, tourism and military, to name a few. One of the many benefits of Bell aircraft design, along with our aircrafts' versatility, is the capacity to make upgrades to components which maximises each lifespan - for example, changing previously analogue avionics in the 412 to an electrically controlled engine with an integrated cockpit display system. This sustainment policy means the costs of not only owning and maintaining an aircraft are streamlined but upgrading it too.

The Bell 407 is particularly popular in Africa due to its size - it can transport a pilot and six passengers, with 100 cubic feet of cabin space. You'll see the largest concentration of our aircraft in South Africa. Currently, we have more than 160 Bell 407s in service in Africa and the Middle East.

On the slightly smaller size, the 505 (and its predecessor, the 206) can be seen a lot in Africa. The 505 is the only dual-channel engine vehicle in its class, and a very good platform for training - pilot workload is minimised due to the intuitive interface and its compact size, panoramic glass windows and easily adapted open cabin (more than any other platform in its class) mean that it can be used for corporate transportation, weekend getaways or even law enforcement - being able to accommodate a cargo hook, with a payload of up to 2,000 pounds (907 kilogrammes) expands its versatility further still.

For the oil and gas segment or for transporting more people or cargo, the 412 is a popular choice as it can carry a huge amount of cargo or up to 14 passengers, depending upon the flexible interior configuration.

Africa, having such a wealth of natural resources and therefore the various missions around them, such as mining, pipeline patrol, high altitude power line washing and more, means the Bell 412 is used throughout the continent.

Unmanned Aerial Vehicles (UAVs) are also used in operations - originally for geological mapping missions but now they can carry substantial payloads. Bell's Autonomous Pod Transport (APT) is capable of vertical take-offs and landings, fly autonomously and carry a payload of 110 pounds (50 kilogrammes), offering another option in the transportation of goods.

**WAN: Are there any recent developments, orders or progress made on any programmes in Africa or the Middle East that you can share with our readers?**

SR: As you can imagine, many of our customers like to remain private, so while we have orders in the pipeline, I am unable to share any details. What I can say is that we have a long and proud tradition of service in the region, and we are working on several exciting collaborations at the moment.

Recently at HAI Heli-Expo 2022 in Dallas, Texas, we announced the purchase of the first 505 in West Africa to BESTFLY. (WAN featured this story in our May issue)







**WAN:** Last year in South Africa, Henley Air launched its own HEMS programme featuring 6 different types. Can you give us another example of another country on the continent or in the Middle East where Bell has a strong presence and provide a description of such operations?

SR: Our helicopters were designed with the needs of our customers in mind and to serve critical mission sets across a broad segment of industries. Henley Air is an excellent example of extraordinary people doing extraordinary things with Bell products - we are proud to be associated with Andre Coetzee and his team at Henley Air.

Bell's presence is the Middle East mirrors that of Africa. Horizon International Flight Academy, based in Al Ain, UAE, is a marquis Bell customer that has for years set the global benchmark for flight training. They offer a host of training options from the Bell 505 to the Bell 429 from basic flight training to airline transport pilot ratings.

Horizon is a formidable institution working with militaries across the region to help defend their respective nations. Horizon operates more than 30 Bell aircraft.

**WAN:** In 2019 there were 225 Bell aircraft in operation in SA with a strong emphasis on the light single-engine aircraft. Can you update our readers on how this number may have grown or diminished and share your comments on this?

SR: We have more than 240 Bell aircraft operating in South Africa. We are still focused on the light single market for the corporate, para- public, and training segments, but the Bell 407 and Bell 429 are useful for missions that require more passengers.

**WAN:** There was talk of a purchase of a 505 Bell from Kenya, last year. Did that take place? And if not why not? Has it been delayed or did the sale not go through?

SR: I cannot discuss the details of that order, as our customer would like to remain private.

**WAN:** I know that Bell had a great presence at the Dubai Airshow – can you tell our readers how it was – especially

in light of the greater Covid-19 pandemic? Did you sign any orders or have an achievement that you would like to share?

SR: We were still practicing social distancing and taking all necessary precautions, but it was great to be at the Dubai Airshow and actually meet with our customers from all over the world face-to-face again. We had many productive engagements with current and potential customers.

We displayed the Bell 505 and Bell 429, and the V-22 Osprey was flown by the US Marines. There was such a great atmosphere, and it was really lovely to see people interacting again in what is such a vital industry.

During the show, we announced the sale of a Bell 429 to Kuwait International Aircraft Leasing (KIAL) to be used by the Ministry of Health (MOH) for Helicopter Emergency Medical Services (HEMS). It was the third 429 HEMS sale in the country so far.

**WAN:** Turning our attention to the Nexus – the future of urban city transport – when do you think Africa or the Middle East is likely to see such aircraft in the skies? How far away are we?

Textron eAviation was established to leverage synergies across the Textron enterprise and create opportunities for greater collaboration and knowledge sharing between Bell and Textron Aviation.

With a focus on rapidly developing emerging technologies, Bell has transitioned the Nexus development to eAviation. Bell will continue to innovate and develop disruptive vertical lift technology and collaborate across the Textron enterprise to drive eVTOL technology forward.

**WAN:** I would like to give you this opportunity, lastly to share a special message with our readers. *World Airnews* would like to thank you for the support over the years. We look forward to another 50 years of long-standing relationship.

SR: We have been re-imagining the experience of flight for over 85 years and look forward to carrying on our proud tradition of industry firsts and transporting people and their goods safely in a market that is very important to us - so thank you to all of our partners in Africa and the Middle East that put their trust in our platforms and our customer service. We couldn't do it without you!



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## AVIATION INSURANCE - MARKET OUTLOOK

# 2022 HEAD WINDS?

*By Suzanne Chambers*

At the beginning of 2022, all signs pointed towards a global aviation recovery following two unprecedented years of multi-billion-dollar aviation industry losses due to the global COVID 19 pandemic. The outlook for the entire aviation industry was generally optimistic bringing with it the real prospect for recovery and a return to profit with passenger numbers increasing closer to 2019 levels.

From an insurance perspective, aviation insurers started to see a return to profits during 2020 and 2021 which were the first years in over a decade that premium income exceeded claims costs despite major incidents during 2020 including:

- The shooting down of a Ukraine International Airlines B737-800 after take-off from Tehran International Airport, killing all 176 passengers and crew.



**Suzanne Chambers is managing director of Osprey Insurance Brokers, one of the largest specialist aviation insurance brokers in Malta.**



- A Sikorsky S-76B helicopter which crashed in California killing all 9 people on board including Kobe Bryant and his 13-year-old daughter; and
- A runway excursion involving Pegasus Airlines B737-800 after landing at Istanbul International Airport resulting in 3 passenger fatalities.

The downturn in aircraft operations during the pandemic with the grounding of a significant part of the world fleet meant fewer attritional losses which in turn helped to return insurers to profitability despite return premiums being negotiated due to a reduction in passenger exposures.

This led to a softening of the market with rate increases moderating due to reduce loss levels (both fatal and attritional), improved underwriting performance and increased capacity, underwriting appetite and competition.

However, it would appear that we are now facing potential new headwinds in the aviation insurance market ....

As the first quarter of 2022 concluded, Russia's invasion of Ukraine and the geopolitical uncertainty it brought created a sense of uncertainty, casting a shadow over the optimistic outlook felt at the start of 2022.

We are all well aware of the dire implications the impact of the sanctions imposed on Russia have had over various industries, including the aviation industry.

According to Reuters, over 400 aircraft worth almost (US) \$10 billion were blocked from leaving Russia in time for 28<sup>th</sup> March 2022 deadline imposed by the Western sanctions when lessors were permitted to repossess their aircraft.

At the time of writing, these aircraft remain stuck in Russia with little hope of the lessors getting their aircraft back anytime soon. This has led to a number of major lessors with no other option but to book an impairment of the total book value of the aircraft resulting in hundreds of millions of dollars being written off during the weeks following the expiration of the deadline.

As a result, the aviation insurance is facing potential headwinds with the possibility of the largest ever loss to hit the market. Ratings agency S & P forecast potential aviation insurance losses of between (US) \$6 – (US) \$15 billion, although it may take years to settle as lessors enter unpredictable legal battles with their insurers to try to recoup their financial losses.

Although we expect a continuation of the current trend in the aviation insurance market in the short term, the uncertainty from the Russia / Ukraine situation is expected to cause upward pressure on premiums.

Currently, Hull All Risks pricing appears to be holding relatively stable, but the Hull War and Excess War Third Party Liability rates are already experiencing increases with those Lessors renewing post western resulting in significantly higher premiums.

Heightened focus is being placed on each airlines' geographic exposure, current geopolitical instability, routes and ground accumulation risk.

The potential negative impact on future pricing of the market as a whole will depend on what losses materialise as the actual situation evolves.

The situation remains fluid and few can say how the inevitable legal battle between lessors and its insurers will play out.

It is still too early to determine with any certainty the answer to a crucial question which could potentially sway the total claims cost arising out of the Russia/Ukraine situation to the aviation market which involves the number of "occurrences" or trigger events.

It is the answer to this question, that will impact the eventual outlay from insurers, may take years to resolve following lengthy legal battles. In fact, a number of leading London law firms have already been appointed by Insurers and Lessors to take on this issue which will be crucial to the total cost of claims settlements by aviation insurers and any residual cost for lessors.

In this context it may take years to determine with any certainty the cost of the Russian / Ukraine crisis to the aviation market.

Already there have been the following early loss activity in 2022 such as:

- 10 February 2022: AB Aviation Cessna 208B Grand Caravan crash resulting in 14 fatalities.
- March 2022: Damage and/or destroyed aircraft in Ukraine
- 21 March 2022: China Eastern Airlines B737-800 crash resulting in 132 fatalities
- 10 April 2022: DHL Aero Expreso B757-200 crash

This is a developing situation and substantial total claims costs could negatively impact future rating, with significant rate variations between each individual risk depending on their individual exposures including increased exposure to geopolitical risk depending on geographical location and areas of operation.

It is clear that the outlook for 2022 looks set to present challenging and complex renewal negotiations, with upwards pressure on rates resulting in the potential for higher insurance costs for aviation insurance buyers.

Website / Media References: Gallagher, Plane Talking, Q1 Edition 2022 . Reuters. IBA Consultants, [www.iba.aero](http://www.iba.aero) Insurance Insider

# HULL CITY

This Boeing 737-8K5 has been painted at Kaunas Airport in this stunning colour scheme promoting second-division club Hull City.

The deal which was made official recently and lists Corendon Airlines as the official travel partner of the English football club. Hull City are owned by Turkish businessman Acun Ilıcak who is a well-known media mogul in his home country. The aircraft is just over 11 years old and was originally delivered to Thomson Airways in 2011 as G-FDZW.

It joined the fleet of Corendon Airlines Europe on 5th May 2022 as 9H-CXG.





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# ARE SUSTAINABILITY AND GROWTH COMPATIBLE IN AIR TRAVEL TODAY?

By Yann Cabaret, CEO of SITA for Aircraft, SITA

The current turbulent economic environment is undoubtedly adding fresh challenges for aviation, an industry still recovering from the devastating impacts of COVID-19. Operating on reduced margins and with an ambitious carbon net-zero goal by 2050 to achieve, can the industry feasibly ensure its success and long-term growth post-pandemic?

We believe that growth and an environmentally sustainable industry are not mutually exclusive, but to achieve both, we need to start now.

Aviation's recovery and the benefits to the global economy SITA data shows that the industry's recovery in 2022 is underway: in 2021, global air traffic was at 64% of pre-COVID levels for 2019, but still up 18% on figures for 2020. The signs are encouraging for 2022 and beyond. But what is also clear is that airlines face another

year of dealing with adverse economic shocks, placing increasing pressures on their costs and activities. In 2021, the pandemic's impact resulted in losses of over \$51.8 billion for airlines, though significantly less than in 2020 when the pandemic first swept the world.

In particular, we have seen a significant surge in fuel prices, one of an airline's biggest costs. The average price of jet fuel in April 2022 is 118.5% higher year on year, an additional \$108.4 billion burden on our industry.

Given aviation's contribution to the global economy - contributing some \$3.5 trillion to the world's global domestic product (GDP) - the industry must still plan its recovery and growth without negatively impacting the environment.

## Sustainability is not new or prohibitive for aviation

The industry's carbon net-zero by 2050 commitment (made in 2021) is challenging but inevitable to address climate change at the pace and scale required by climate science and to counteract any growth in the industry's emissions in the future.

Reducing environmental impacts is not new for aviation or prohibitive to the success or growth of the industry. For many years, aviation has addressed its environmental impacts, including air quality, noise, and emissions.

## IT is enabling sustainability and recovery

We see an industry now looking to use technology to build back better and greener following the pandemic. SITA's latest Air Transport IT Insights study reveals that the industry is planning for its future by investing in technology to support both its recovery and sustainability efforts. Some of the investment drivers will respond to rapid shifts in passenger traffic and travel regulations, the anticipated rise in demand for travel, increasing operational efficiencies to make cost savings, and reducing carbon footprint.

Airports' and airlines' IT spending priorities are focused on improving the passenger experience with more digitally enabled journeys and more sustainable operations with energy efficiencies, smarter infrastructure, and solutions such as data-driven flight path optimization to enhance route efficiencies and reduce fuel burn and carbon.

To simultaneously boost post-pandemic economic recovery and sustainability, many governments provide economic green stimulus programs such as private sector investments to develop a new green technology market.

The growth opportunities for airports and airlines today  
The rising fuel price is likely to be a catalyst to drive a faster move to more sustainable fuel sources. Though sustainable aviation fuels (SAF) and new energy-efficient aircraft and engines are two primary ways for the industry to cut carbon emissions and its reliance on fossil fuels, they cannot be widely achieved today given availability and affordability issues.

Operational improvements are a primary measure to enable the industry to directly and more immediately reduce their emissions by up to 10% - efficiencies that can be achieved through today's technology.

For example, airports can process their passengers swiftly, even enabling remote check-in before arrival, by deploying passenger processing and self-service technology. This enables airports to maximize their existing investment without having to invest to expand their physical footprint.

Using technology to leverage data for greater situational awareness and more informed decision-making is key to realizing efficiencies and emission reductions. For example, SITA is trialling a new emission management capability, leveraging our Airport Management solution, to enable Palermo Airport to improve the measurement and optimization of emissions in and around the airport.

We are also helping airlines improve situational awareness and reduce fuel burn, emissions, and costs while building climate resilience by integrating our eWAS Pilot and OptiFlight applications. The results are immediate and concrete. Climb fuel savings of 5% are possible for each flight without affecting passenger safety or comfort.

The financial pressure on the industry may just be the catalyst to making lasting changes for a more environmentally-conscious industry without losing the economic benefits of a strong airline sector.

## WHO IS YANN CABARET?

Yann Cabaret was appointed CEO of SITA FOR AIRCRAFT in April 2022. Prior to that, Yann served as vice president strategy, product & marketing, at SITA FOR AIRCRAFT. With over 15 years of extensive experience within the air transport industry, Yann has a background in telecommunication engineering with a Masters from Telecom Paris Sud and EURECOM.



He started his career at Orange Mobile Switzerland, where he worked on various Mobile Networks engineering projects. In 2006, Yann joined OnAir, then a joint venture between SITA and Airbus, in which he held several management positions in engineering, customer project delivery, customer service and bid management. In 2015, he contributed to the creation of SITA FOR AIRCRAFT, as vice president customer programmes, overseeing programme delivery and customer satisfaction.

Today, Yann leads the team responsible for the overall SITA FOR AIRCRAFT product portfolio which includes, cockpit and crew applications, mobile and wi-fi passenger connectivity, safety communications, and aircraft data management. Added to this, he is also responsible for the Air Traffic Control domain, and helps deliver a reliable and innovative outlook in this field. In a world where sustainability is high on the agenda, a lot of Yann's focus is on introducing impacting and sustainable measures and policies into the products and services that are being offered.

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*Dainius Staniulis, vice president commercial at Avion Express, a leading narrow-body ACMI*

# AFRICAN OPPORTUNITIES FOR ACMI OPERATORS

**The Covid-19 pandemic has stirred up global aviation thrusting ACMI (aircraft, crew, maintenance and insurance) operators to new highs.**

**As airlines all over the world turn to ACMI for flexible solutions, the African market has only now started to discover the true potential of wet-leasing as a capacity support mechanism.**

According to Dainius Staniulis, vice president commercial at Avion Express, the leading narrow-body ACMI and charter operator, some African airlines already use ACMI to their advantage, but in reality, it is still seen as an emergency tool.

Dainius Staniulis said more and more airlines value the flexibility that ACMI offers.

“Covid-19 pandemic has caused airlines to downsize their fleets and in general rethink their operating models. With companies focusing on ways to save funds and optimise operations, more accommodating operating models have been on everyone’s minds.”

According to Staniulis, extensive conversations with existing clients in Europe and Latin America have revealed that flexible fleet management models are gaining momentum globally as a convenient answer to shifting market demands.

“Wet leasing allows airlines to expand or contract within a short period of time, allowing airlines to address high season demand routes without long-term recourses and large investments. Such flexibility is especially desirable and useful during volatile times when there are market and demand uncertainties, and rapid changes can be addressed in a more efficient way.”

In Europe ACMI is already commonly used to meet the changing seasonal demands, but in Africa this model is still barely used. Staniulis said he believes that the change is just around the corner.

“African market is very attractive for us due to seasonality. Europe and sub-Saharan Africa are countercyclical markets, meaning peak seasons for the continents and particular countries can be different. European is the most cyclical market in the world, with huge demand in the summer season (April - October) and very low demand during the winter season (November - March). Meanwhile, in Africa it can be considered as the other way round, making it an excellent opportunity for operators, allowing them to deploy ACMI capacity depending on the hemisphere. African, Middle Eastern, Caribbean, and even

Canadian markets can be great choices to respond to European seasonality. Having good and stable countercyclical partners helps to save costs, keep crews flying, and maximise revenues.”

According to Staniulis, Africa is seen as a growing market with a lot of opportunities, with a lot of possibilities for new routes, new airlines as well as existing airlines growing their fleets. This is where ACMI could benefit the developing operators.

“As a flexible ACMI airline, Avion Express could be a great partner for African airlines, offering flexible and convenient capacity solutions.”

## WHAT IS AVION EXPRESS?

Avion Express is a leading narrow-body ACMI and charter operator operating an Airbus A320 family aircraft. Working in the field for over 16 years, they have established a long-term partnership with clients in Europe and are also operating in Africa, Asia-Pacific, South America.

To strengthen its position in the market, in 2019 Avion Express established Avion Express Malta, a subsidiary airline based in Malta which operates Airbus A320 aircraft fleet.

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# FALCON 6X ROUND-THE-GLOBE CAMPAIGN



*The 6X is preparing for a global proving campaign this month that will include long and short haul legs across Europe and others across the world.*

**Dassault Falcon’s 6X is preparing to embark on a demanding global proving campaign this month.**

The objective of this 40-stop, 150-hour campaign is to ensure the reliability of the aircraft and onboard systems in real world operating conditions prior to initial customer deliveries.

The one-month tour will include a number of long and short haul legs across Europe and between North and South America, Asia, the Middle East and Africa.

Flights of 10-12 hours will alternate with quick, short hops. The aircraft will perform long night flights, high-speed long runs at Mach 0.88, or up to seven short segments within a day.

The aircraft will carry a full crew of Dassault pilots, flight attendants, engineers and interior specialists and will test 250 different evaluation points.

The 6X has already completed a number of major flight test activities, including cold-soak tests, high-elevation tests and expanded the flight envelope well beyond the aircraft’s Mach 0.90 maximum operating speed. The number of flight trials remaining includes natural icing tests and contaminated runway tests.

“Our test team continues to be impressed by the handling and performance of the Falcon 6X,” said Dassault Aviation Chairman and CEO Eric Trappier.

“This global proving campaign will make sure that all systems are fully mature at entry into service. We are committed to delivering a perfect aircraft from day one.”

Three Falcon 6X flight test aircraft have accumulated more than 850 hours of flight time to date and the European Union Aviation Safety Agency (EASA) flight evaluation process has begun.

Aircraft number four - the first production unit – was on display at EBACE equipped with a full interior and this is the aircraft that will take part in the proving tour.

Meanwhile, a fifth aircraft is currently being fitted out at Dassault Aviation’s Little Rock, Arkansas completion facility, with a sixth set to arrive soon.

Capable of flying 5,500 nm (10,186 km) non-stop, the Falcon 6X will feature the largest cabin cross section of any purpose-built business jet on the market.



*The Falcon 6X will feature the largest cabin cross section of any purpose-built business jet on the market.*



*Aircraft four – the first production unit – was on display at EBACE in Geneva last month*



# AIRVAN AFRICA



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### \*2007 Mooney M20R Ovation 3

1680 Hours on all components  
Garmin G1000 with GFC700 Autopilot  
Light and Fast

Price: US\$ 300 000



### \*1964 Mooney M20C

3280 Hours TT Airframe, 1405 Hours  
SMOH Engine Recent paint & Interior.  
Neat as a pin

Price: R650 000 Incl VAT.



### 2015 Airvan 8

2000 Hours TT Airframe.  
100 Hours TT on a factory Lycoming Engine.  
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Ready to work or play

Price: R780 000



### Ford GT40

Gulf Paint Scheme with cleared-in decals to  
last forever. One owner since 2008.

Price: For what have you -  
Swap Value: R400 00



### Lancair Evolution Turbine S/N 037

1250 Hours TT All Components.  
Extended range fuel tank

Price: US\$ 930 000



### \*1967 Mooney M20F Executive

5330 Hours TT Airframe.  
885 Hours SMOH. Recent comprehensive  
once-over by SA Mooney.

Price: R780 000



### \*1961 Alouette 2

11400 Hrs TT Airframe.  
1000 Hrs SMOH Engine.  
12- Year Inspection Due 2029

Price: R2 300 000



### \*Classic 1948 Cessna 170

Immaculate example with all records  
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A genuine collector's item.

Price: R 900 000



### 1942 Waco YMF

650 Hours TT Airframe.  
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Price: US\$ 275 000



### \*2008 Mooney M210TN

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# A WET AND COLD PTAR 2022



This year many of the planned aviation events have been disrupted by wet, cold, windy weather systems. The most bandied about term “cut-off low” is used to describe the weather situation.

This weekend had a very large cold front coupled with an intense low-pressure system over the centre of the country affect the plans to race.

On Wednesday excellent weather conditions heralded the set up for the race, with the race control room and preparing for test flights and some early competitors arrived at the field. The next day all the aircraft arrived with some of the Cape-based teams having to wait for the front to pass before setting off and then arriving just before dark.

During the first extensive Thursday afternoon briefing which also included the SA weather services team being on hand to give us the best outlook - it appeared there may be an early morning flyable gap, thus the day was planned with an early 7h30 start.

When Friday dawned, it looked promising, cloud base was at a reasonable 1000 ft, and we proceeded with the briefing and sent the turn point marshals to their locations. This was particularly important to get weather condition updates from them at the furthest corners of the route.

Yet as the morning progressed with a planned 10 am first take-off, the news from the turn points was not good. Light rain started and it was decided to scrub day 1 with a debrief at 11 am to plan for the next day.

The prediction for Saturday was that there would be some improvement so everyone dispersed for the rest of the day. Saturday dawned with flyable conditions, and the window opened up from 11 onwards. The briefing for the first take-off was planned for 11. The turn point marshals were sent out and they all sent in confirmation they were in position prior the first take-off.

This year's field attracted 37 entries, which is very low by PTAR standards with numbers normally around 60 or more competitors.

The cost of competing - given that the fuel price virtually doubled from last year - had to be taken into account. Three competitors had to withdraw - leaving 34 starters.

The airfield was water logged, so we decided not to move the aircraft from where they were parked. The ground marshals very efficiently got the start order out at their allocated time. And the race got under way. With the cross over route, we could all watch how the order of the aircraft would be coming back over the field which was at around one third race distance.

Although the traditional race finish would be at 1PM, and with the weather window having a later than normal start, the finish was planned at 13h45. As the time got closer to finish, the weather threatened to deteriorate, with sudden cold and dark clouds forming just east of the field but which fortunately stayed away.

The line finishers were close between Race 2 Bosbok, Race 14 Piper Commanche, Race 45 Harvard. With spacing between aircraft at the start being required to keep a safe distance, the finish order became Race 45 Harvard ZS-WSE, Race 9 RV-7 ZU-VZJ, Race 14 Piper Commanche ZS-NXG, who were the handicap winners.

Prize-giving was held at the Windmill Casino which laid out an excellent banquet hall for all to enjoy.

The evening started with a short debrief of the race, some of the best and “interesting” tracks being shown. Race 19 had a “long” day having lost their way at turn point 1 continuing northwest for 20 nm, before realising their error, they had the presence of mind to return to that first turn point, and continue from there to fly a good race further, only picking up one penalty, but of course adding almost 40 minutes to their time.

After the main meal, David le Roux the Race Master started the proceedings and called up Franz Smit who introduced and thanked all the sponsors namely - Holborn Assets, Aircraft Finance Corporation, DJA Aviation, Century Avionics, and all the local Bloemfontein sponsors.

This year's Presidents Trophy Air Race was held at New Tempe Bloemfontein, and traditionally held on the last weekend of May. However, with the Botswana Air Show also taking place on the same weekend it was decided that it was held a week earlier. Had we all had perfect hindsight - with that event not happening - we could have stuck with tradition and avoided the most unseasonal weather that befell the race weekend.

By Rob Jonkers



Leon Bouttell was up next as the SAPFA Chairman. He announced that Rob Jonkers would be standing down as Race director with the baton being handed over to Iaan Myburgh. Rob took to the stage thanking all for their support since 2018 when the race was handed to him.

At the same time an evolution of the format having been developed to today's standard of a 10 turn point race limited to 300 nm, with an accuracy component added as well. There is still much discussion about this race format and its merits compared to the traditional four corner race. This will be for the next race team to work together with the racers for their input. Just as Formula 1 evolves with technology improvements, so must the PTAR evolve to take into consideration changes in technologies utilised, such as GPS based heading reference devices, different engine types that have variable power settings, these all affect the handicap speeds and course accuracy.

Rob went on to thank all those involved in the race organisation, particularly Bloemfontein Flying Club under the key organiser Andre Grobler and experienced PTAR event co-ordinator, who had provided the ground marshals, turn-point marshals, and all the catering at the airfield. He included Nigel Musgrave as the Safety Officer with the ATNS team of Ricardo Afonso, SA Weather Services, Pilot Insure, ARCC, Bloemfontein Emergency Services team of Braam van Zyl, the CAA special air events team, the local municipality & SAPS.

After this the long-awaited prize giving was held, with 24 trophy categories being handed out. The third place went to Race 9 RV-7 ZU-VZJ with crew of Johan van Zyl & Eric Addison, second place went to Race 45 Harvard ZS-WSE with a crew of John Sayers & Dion Raath and the PTAR trophy went to Race 14 Piper Commanche ZS-NXG crewed by Stefan Lombard and Martiens Marais. After this the PTAR flag was handed over from BFC Chair Deon Loots to Jock Nel the chairman of the Middelburg Aero Club as the 2023 PTAR event location.





# AIR ALGÉRIA TO PURCHASE 15 NEW AIRCRAFT

**Air Algérie will soon acquire 15 new aircraft. This decision was approved at the council of ministers meeting last month chaired by the state council Abdelmadjid Tebboune.**

By Romuald Ngueyap – *World Airnews* West and Central African correspondent.

“The airline Air Algérie has been authorised to acquire 15 aircraft for the opening of new routes, particularly to African and Asian countries,” a press statement said.

In the works since 2016, the rejuvenation plan was initially approved in 2018 before being suspended at the beginning of the health crisis.

Following the government’s green light, “an internal commission will soon be set up to decide on the type of aircraft, according to the needs [...] then a specification will be defined, then an international call for tenders will follow,” said Amine Andaloussi, spokesman for Air Algérie. It does not exclude the integration of cargo aircraft, a segment on which the carrier intends to boost its capabilities. For their acquisition of the next order, “the company could mobilise

resources from a banking pool made up of national financial structures.”

The Algerian national flagship has not added aircraft to its fleet for six years.

It currently has 55 aircraft including 24 Boeing 737-800, five Boeing 737-600, two 737-700 (cargo), eight Airbus A330-200 in addition to 15 ATR 72. These aircraft, of which nearly 20 are out of service, have an average age of 14 years.

By re-activating this plan, the government intends to provide Air Algérie with the operational capacities that will allow it to rebuild its financial health after having been badly affected by the Covid-19 health crisis that has further strained its cash flow over the past two years.

Following the pandemic, current debts - cumulative incompressible expenses for the years 2020 and 2021, net balances, claims on state agencies and exceptional deficits - have all accumulated.

Air Algérie recorded (US) \$300 million in the 2020/21 financial year and carried only 1.9 million passengers last year (30% of 2019 levels).

It is also expected that the future fleet will help to erase the public perception that the company is a “latecomer” that stuck to it because of the multiple flights often disrupted due to the unavailability of aircraft.

The upgrade of Air Algérie’s fleet is part of its roadmap for 2025. It also includes the creation of an aircraft maintenance centre (inaugurated in 2021) and a ground handling company later this year. As part of its restructuring, there is also a plan to rationalise its staff, which has nearly 10,000 employees.

It should also be noted that this announcement of a re-inforced fleet comes the backdrop of recent competition in the domestic market. Indeed, the Algerian state has recently granted provisional approvals to nine future private carriers, including the low-cost fly Westaf.

This is a quasi-revolution, since the country no longer allowed the creation of private companies since the disappearance of Khalifa Airways in the mid-2000s.



MAviO award winners (left to right) Rachel Grech (Leader of the Year), Lt. Col. Joseph Smith (centre), Claire Zammit Xuereb (she collected the Aviator of the Year award on her husband's behalf)

# MALTA ENEMED MAviO Conference and Awards

By Chris Cauchi

The MAviO board led by the amiable Marvic Bugeja held the 10th edition of the much sought after MAviO conference and awards. The event could be easily described as the biggest post-pandemic aviation event on the island which brought together the many facets of the local aviation scene, from flight schools to airlines.

This year the MAviO board, invited three high-calibre speakers that did not disappoint the more than 120 delegates that filled in all the available space at the Salini Resort, where the conference was held. The MAviO board invited Gordon Smith, who is currently the editor of the a civil aviation magazine - Airliner World, the co-founder of Ch-aviation Max Oldorf and the head of analysis at CAPA, Richard Maslen to address the conference.

All three focused on the current state of affairs while also delving into how electric airliners could alter inter-island connectivity in the heart of the Mediterranean.

Richard Maslen, also chaired a mini-discussion which was open to the floor, with a number of valid contributions being made, including that of Emma Finlay-Broadbelt who is the current CEO of Gulfmed Aviation Services.

During the conference, it transpired that in 2011 Malta had just four AOCs that flew aircraft with 19 or more seats. That number, as Max Oldorf pointed out has ballooned to 29 today and there are at least another 12 potential AOCs in the pipeline including those of the much-hyped operators, Eurowings Europe and Wizzair Malta. In comparison Italy's ENAC supervised 27 operators in 2011 and only 17 today. The same story applies to Spain, which has also seen a reduction in the number of AOCs registered in the country.

The MAviO meetup would not be complete without the prestigious award giving ceremony. The select committee was this year chaired by University of Malta senior lecturer Riccardo Flask with banker Joanne Calleja and captain Sinclair Portelli as members.

The Aviator of the Year award was won by A320 first officer and flight examiner Trevor Zammit.

He distinguished himself by performing a textbook emergency landing at Malta International Airport on 1st November 2021 after encountering problems with the starboard main gear of the Piper Seneca he was flying.

The Leader of the Year Award was won by the head of personnel licensing at transport Malta - civil aviation directorate Rachel Grech. Rachel earned praise from countless individuals who dealt with the labourious process of converting their UK licence to an EASA one.

She was described as being very efficient, knowledgeable and approachable in her role as head.

The coveted Lifetime Achievement Award went to Lt Col Joseph Smith (retired) who formed part of the initial batch of Maltese helicopter pilots within the Armed Forces of Malta that went to train in Germany in 1971. Lt. Col. Smith flew five types of helicopters starting on the Bell 47G-2.

He is best remembered for some daring rescue missions when the armed forces of Malta had very limited resources available. In 1979 he saved seven people including a pregnant woman from massive flooding that engulfed the Marsa area, while in 1972 during gale force winds he managed to save an Englishman who was caught in rough seas in the Blue Grotto area using nothing more than a rope and a lifebuoy ring.

The Enemed MAviO Conference & Awards will return on 8th May 2023. The theme for the coming year will be on charter airlines and IT travel.



The head of analysis at CAPA, Richard Maslen being interviewed on the red carpet just minutes prior to the start of the conference and award ceremony.



(From L to R) Gordon Smith (editor of Airliner World), Max Oldorf (COO of ch-aviation) and Riccardo Flask (deputy CEO of MAviO)





# AIR bp FOCUS ON THE FUTURE

Last year International Air Transport Association (IATA) members committed to reaching net zero carbon emissions by 2050. With the global political imperative for air transport to reach this target the focus is clearly on the supply and use of sustainable aviation fuel (SAF). SAF is a ‘drop in’ fuel that can be safely blended with traditional jet fuel because the chemical characteristics of the two are very similar.

With this in mind Heidi Gibson, editor of *World Airnews* got a chance to unpack the strides taken by one of the world’s largest aviation fuel suppliers - Air bp global aviation sustainability director Andreea Moyes.

**WAN:** At the Cop26 Climate Conference last year, aviation industry bodies, governments and other stakeholders committed themselves to a net-zero carbon environment by 2050. Do you think that this is achievable? What is Air bp’s stance on this commitment?

**AM:** We support the UK presidency’s goal for COP 26 to put the world on a pathway of net zero emissions by 2050.  
 We support these goals and believe they are achievable but only with collaboration across the industry and with governments to implement all the solutions available. For example, investments in more efficient aircraft, improving operations efficiency and infrastructure, optimal flight airspace planning, use of sustainable aviation fuel, future energy such as hydrogen and electric, and carbon offsetting will all be required to achieve these goals.



*Air bp global aviation sustainability director Andreea Moyes*

**WAN:** In the US efforts are being made to scale up SAF production significantly - up to three billion gallons per year by 2030 and 35 billion gallons per year by 2050. These are great commitments. Given Air bp’s involvement at the Fulcrum BioEnergy factory in Reno, California do you think this can be done? If not, what role can governments play to assist this process?

**AM:** Air bp plays a number of important roles to help scale up the supply of SAF both in the short and long-term including:

### a. Technology expertise

bp plays an ongoing role in researching and developing the technologies required to bring the different SAF production technology options to commercial production. For example, bp and Johnson Matthey have developed a simple-to-operate and cost-advantaged Fisher-Tropsch technology that can operate both at large and small scale to economically convert synthesis gas, generated from sources such as municipal solid waste and other renewable biomass, into long-chain hydrocarbons suitable for the production of SAF

### b. Securing approvals for multiple pathways

As fuels and quality experts Air bp play a role in securing approvals for new SAF pathways, as part of the taskforces within ASTM. For example, Air bp are leading the ASTM Task Force seeking to increase the sustainable aviation fuel content of traditional jet available from refineries co-processing renewable feedstocks. The hope is to raise the limit from 5% to 30% to benefit customers and global supply.

### c. Sourcing fuel

Air bp has a portfolio approach to our sourcing of SAF (similar to what we do with traditional jet today). This includes:

- Investing in our own refineries and facilities such as our supply of ISCC plus SAF from Castellon; the recent announcement of the first industrial production facility in Germany (at bp's refinery in Lingen) to use co-processing to produce SAF from waste and residues; and bp's plans to invest in three stand-alone bio-plants and convert up to two refineries to bio-refineries to meet demand for biofuels including SAF.
- Investing in third-party production facilities including off-take agreements such as our investment in Fulcrum.
- Agreeing off-take agreements with third-party; this security of demand can help third parties secure investment

### d. Trading and shipping expertise

Our global capability in trading and shipping gives us the ability to move feedstocks and finished product effectively and also to take advantage of regulatory incentives and carbon pricing opportunities

### e. Supply across network

The network coverage and capabilities of fuel suppliers will be essential to meet the needs of airlines and aircraft operators that require fossil jet and SAF across their entire network.

### f. Supporting development of demand

Air bp is working with customers to create more demand in the short-term. Governments have a role to play to help in the short-term, interim support from governments and other stakeholders through policy incentives is needed.

Over the long term, investment in advanced technologies is required to process SAF feedstocks more efficiently at greater scale and investment in the development of sustainable and scalable feedstock

options. Again, governments have a role as increasing production requires long-term policy certainty to reduce investment risks, as well as a focus on the research, development and commercialisation of improved production technologies and innovative sustainable feedstocks.

**WAN: I can see that Air bp is doing a lot of work in Europe (Belgium and Scandinavia), making excellent progress in the supply of sustainable aviation fuels to airports at some 20 locations and across three continents. Can you give our readers any update on any progress made in this regard? Are any more airports planned to come on board? By when?**

AM: In January 2022, Qantas began purchasing from Air bp a 10 per cent blended sustainable aviation fuel (SAF) for its flights from London. This followed the announcement that bp and Qantas had formed a strategic partnership to further advance their shared net zero ambitions. In March this year, parent company bp announced that it will supply DHL Express with sustainable aviation fuel until 2026 as part of a new strategic collaboration. The Air bp agreement is one of two deals comprising the largest sustainable aviation fuel (SAF) deals in aviation to date, with a combined volume of more than 800 million litres of SAF. And also, in March Rolls-Royce signed an agreement with Air bp for a 10 per cent Sustainable Aviation Fuel (SAF) blend to be supplied for engine testing at Rolls-Royce facilities in Derby and Bristol, UK and Dahlewitz, Germany. In addition, Air bp are providing the fuel for the very first run of the Rolls-Royce Ultra Fan demonstrator engine, which will be carried out entirely on 100% SAF.

In 2021 Air bp started supplying SAF to customers including London Biggin Hill airport, Centreline FBO Bristol and Airbus owned Hawarden (CEG) airport in Flintshire, North Wales as well as operators in France and Germany. NetJets Europe became the first customer to purchase Air bp's ISCC PLUS certified SAF in Spain.

Also in 2021, Air bp launched the pilot of a 'book and claim' system to provide wider market access to SAF particularly to business aviation customers. The initiative enables Air bp to deliver the SAF into the supply chain at one airport location and 'book' the carbon reduction associated with it into a registry. A customer at another location can then 'claim' those carbon reductions when purchasing their traditional jet fuel along with the benefit of the lifecycle carbon reductions that have been registered. We anticipate book and claim schemes to be more widely adopted going forward.

We will continue to play a vital role in the industry, working with airlines, fuel producers and trade bodies, to increase the supply and demand of sustainable aviation fuel.

**WAN: Is the Neste factory in Finland considering any improvements or changes that would reduce the ethanol to jet pathway? As I understand this could improve the lifecycle emissions of the fuel? Can you comment on this?**







AM: Please contact Neste directly about this.

**WAN: Can you tell us what other locations is Air bp looking at to perhaps expand production? Last year you mentioned the company was looking at other sites in the USA and in Europe? Can you be a bit more specific? - (I am aware that specific information might be sensitive at this stage but you can use general terms – such as Air bp is looking at developing a relationship with a factory in the southern part of Texas (for example).**

AM: As mentioned above, Air bp plans to invest in three stand-alone bio-plants and convert up to two refineries to bio-refineries to meet demand for biofuels including SAF.

**WAN: Last year you expected 100,000 tonnes of SAF to be produced. Obviously much, much more is needed. Some estimates are that the industry will need 450 to 500 million tonnes? Do you think this can be achieved and how?**

AM: A lot of work is being done to help scale up production across the industry. Please refer to Q2.

**WAN: What is Air bp projected annual targets are for the needed supply of sustainable aviation fuel to your customers? Have they increased from last year? If they have then isn't this good news?**

AM: We don't have targets we can share publicly.

**WAN: I understand that there are significant challenges in the production of sustainable aviation fuel - one of which is the costs - can you explain to our readers what innovative ways is Air bp and other partners looking at ways to reduce this?**

AM: Over the long term, investment in advanced technologies is required to process SAF feedstocks more efficiently at greater scale and investment in the development of sustainable and scalable feedstock options.

Again, governments have a role as increasing production requires long-term policy certainty to reduce investment risks, as well as a focus on the research, development and commercialisation of improved production technologies and innovative sustainable feedstocks.

As mentioned above, bp plays a number of important roles to help scale up the supply of SAF.

In particular, its technological expertise enables bp to play an ongoing role in researching and developing the technologies required to bring the different SAF production technology options to commercial production. And secondly, as fuels and quality experts Air bp play a role in securing approvals for new SAF pathways, as part of the taskforces within the ASTM (American Society for Testing and Materials).

One area in the short-term is by ensuring we optimise the logistics (having both cost and lower carbon benefits). Air bp is addressing these challenges head on to help scale up SAF production. Blending mandates alongside other regulatory measures, including incentives to bridge the gap with conventional jet fuel, are being introduced in countries around the world.

While blending mandates as a way of stimulating demand are welcomed by Air bp, the business is calling for the complexities of SAF supply and delivery to be factored in when implementing them.

In addition, and rather than mandating that SAF should be segregated and available at all airports, Air bp is calling for the implementation of mass balancing centres within a country from which SAF can be delivered into select air transport hubs, to decrease the regulatory cost burden and simplify logistics.

Mass balance is whereby the SAF is co-mingled in the same tanks as traditional jet fuel. This provides a more efficient means of supply. Mass balancing enables fuel suppliers to meet SAF targets within a country or region by delivering the necessary SAF quota to a particular airport or several larger locations rather than physically moving small volumes to every single airport. Mass balancing at a country level is currently implemented for ground fuels. It's a tried and tested method that works, so it makes sense to apply the same principle to SAF distribution for the aviation sector.

In line with this mass balancing approach, initiatives such as Air bp's book and claim system also help broaden SAF's reach. It enables customers to access SAF carbon reductions without being physically connected to the supply site. Although fuel suppliers are working hard to scale up SAF supplies, the complexities of creating supply chains and moving SAF around Europe mean it is currently out of reach for many potential customers.

As such, Air bp would like to open its book and claim system to wider market adoption. This will provide customers with ongoing and greater access to SAF while waiting for it to be physically available across a global supply chain.

**WAN: What role must government play? Incentives? Finance for research and development? Legislation?**

AM: Since January 2020 the Norwegian government has mandated at least 0.5 percent SAF in all aviation jet fuel which impacts business aviation as well as airlines. This mandate has had the effect of creating solid demand for SAF in the country which helps create further supply in the region. In July 2021, the Swedish Government introduced a greenhouse gas reduction mandate of 0.8 percent for aviation jet fuel sold in Sweden, and they aim to raise this to 27 percent by 2030.

In January 2022 a 1% mandate was introduced in France. The EU's Fit for 55 package of regulatory proposals includes an obligation for aviation fuel supplied to EU airports to contain 2% SAF from 2025, increasing to 40% by 2040 and other European countries such as UK and Germany are planning their own mandates.

We support fully proven ambitious and achievable SAF blending targets, as well as policies which promote the development of SAF. Many of the SAF production technologies are still to be scaled up, but we believe the best way to make them viable is a stable long-term policy framework that gives confidence for investors to back these projects.



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## SPACE INDUSTRY CONSORTIUM

ThinKom Solutions has joined the Digital Intermediate Frequency Interoperability (DIFI) Consortium, an independent space-industry group formed to advance interoperability in satellite and ground system networks.

DIFI member organisations contribute to the innovation of digital transformation of space, satellite and related space technologies for the benefit of the industry.

ThinKom develops and supplies advanced phased-array antenna systems that enable high-speed communications for satellites in space, aircraft in flight, land vehicles on the move and other applications, including terrestrial gateways for satellite communication networks.

“We believe open digital interfaces will be critical in providing an orderly transition as the new generation of non-geostationary satellite constellations and terrestrial infrastructure proliferate over the coming years,” said Bill Milroy, CTO and chairman of ThinKom Solutions.

“We look forward to collaborating with our peers in the DIFI Consortium to develop simple, open, interoperable digital IF/RF standards that will benefit the entire industry and encourage their widespread adoption across all industry segments,” he said.

“At DIFI we are pleased to welcome ThinKom as a member,” said Stuart Daughtridge, chairman of DIFI and senior vice president for Advanced Technologies at Kratos.

“As a leader in phased-array antenna technology, ThinKom is a significant contributor to the digital transformation of our industry and as such will be able to help further the maturity and adoption of our interoperable digital IF standard.”

## IT'S ALL SYSTEMS GO

The Commercial UAV Expo - one of the world's leading trade show and conference focusing on the integration and operation of commercial UAS - will have more exhibitors than any other commercial drone event.

Sectors covered include construction; drone delivery; energy & utilities; forestry & agriculture; infrastructure & transportation; mining & aggregates; public safety & emergency services; security and surveying and mapping.

Launched in 2015, the Commercial UAV Expo gathers the international drone ecosystem under one roof. With top-notch education, unparalleled networking and more exhibits than any other commercial drone event, this is a must-attend event to keep up with the newest technology and developments in the industry.

The event draws qualified vertical industry end-users, leaders guiding the safe integration of UAS into the airspace, solutions pioneers and more. Exhibits showcase best-in-class UAS from the world's top solutions providers, ensuring an efficient way to qualify and compare solutions.

It is presented by Commercial UAV News and organised by Diversified Communications, organiser of GEO Business, Digital Construction Week and Geo Week which is comprised of International LiDAR Mapping Forum, SPAR 3D Expo & Conference and AEC Next Expo & Conference.

It takes place September 6 - 8, 2022 at Caesars Forum, 3911 S Koval Lane, Las Vegas, NV 89109. For more information go to [www.expouav.com](http://www.expouav.com). To get in touch send an email to [info@expouav.com](mailto:info@expouav.com)

## NIGERIA: GIG AVIATION COMMITS TO TWO ATR 72 FREIGHTERS

By Romuald Nguayap – *World Airnews* West and Central African correspondent

**Based in Lagos, Nigeria, GIG Logistics, a private courier and logistics services company, aims to become Africa's leading e-commerce logistics platform. Last month, it concluded an agreement with the Franco-Italian aircraft manufacturer for the acquisition of two ATR 72-500 cargos (second-hand) for the benefit of its new subsidiary GIG Aviation.**

The converted ATR 72-500s will enable GIG Logistics - founded in 2012 by Chidi Ajaere - to expand its network in Africa to respond to the rapid growth of e-commerce in the country and strengthen links between communities in different regions and sub-regions.

The company now has approximately 800 employees and offices in Nigeria, Ghana, the United States and the United Kingdom.

The two affected aircraft (MSN 713,716) are currently being converted at Las Palmas Airport. At the age of 17, they were previously operated by Binter Canarias and its former subsidiary TICV - Transportes Interilhas de Cabo Verde - as a passenger aircraft. Their delivery date was not disclosed.

“The acquisition of these two ATR 72-500 freighters demonstrates our commitment to providing quality delivery services to communities in Africa and Nigeria,” said Adetoro Fowoshere, managing director of GIG Aviation.

“The entry into service of these aircraft will play a significant role in enabling us to expand our operations in a cost-effective and reliable manner, which are key factors for an airline. With our ATRs, we will continue to meet the freight needs of the communities with increased capacity.”

Once launched, GIG Aviation will become Nigeria's leading cargo turboprop operator and the second all-cargo airline after Allied Air, which operates a Boeing 737 fleet.

According to the Franco-Italian manufacturer, there are currently about 140 ATR cargo converted into operation, which represents a third of the world's regional cargo fleet. ATR is optimistic about the fast-growing freight market. It estimates there will be 460 cargo aircraft needed over the next 20 years in the category of less than nine tons.

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& Mapping





# RED WENT GREEN

## Kenya Airways Joined SkyTeam Member Airlines in The Sustainable Flight Challenge

Kenya's national carrier (KQ) or Kenya Airways joined 16 other airlines in the inaugural The Sustainable Flight Challenge that took place last month.

The challenge aims to encourage airlines to participate in a friendly competition to develop and implement sustainable solutions, stimulate and accelerate innovation and change through friendly competition.

It is inspired by the great Melbourne to London aviation races of 1934, which generated many changes to international travel.

The 16 SkyTeam member airlines that took part had the opportunity to implement their best sustainable aviation solutions.

The participating airlines were judged across 14 categories by a panel of international and diverse judges from sustainability and aviation sectors on how best they can operate flights in a more sustainable manner.

So, Kenya Airways got the opportunity to operate a B787-800 Dreamliner on the long-haul flight between Nairobi to Amsterdam last month. This aircraft features advanced technologies and fuel efficiency that is up to 20 per cent better when compared to other long-haul aircraft.

KQ's participation focused on environmental conservation in

close collaboration with its partners, suppliers, and guests across the customer journey.

Passengers on the flight had the opportunity to directly offset the carbon dioxide (CO<sub>2</sub>) emissions related to their flight to Amsterdam using voluntary carbon offsetting tool. The amount collected went towards supporting environmental sustainability initiatives projects identified by IATA.

They also had the opportunity to try out a special organic menu sourced by local producers. Fuel efficiency measures to reduce carbon emissions were also implemented in the dispatch, flight operations, maintenance and engineering.

Allan Kilavuka, chief executive officer and group managing director Kenya Airways said, "The aviation industry has a critical role in creating sustainable solutions in our operations as we have the responsibility to reduce our carbon footprint. The Sustainable Flight Challenge was an opportunity for our industry to make real change to sustainable aviation by harnessing competition to spur action and innovation."

"As we fly to a more sustainable future, red will be going green to demonstrate our commitment towards sustainable aviation metaphorically. It will also be a moment of reckoning on the gains made on our sustainability initiatives, key of which is the re-alignment of our policy towards sustainable business operations through a multi-faceted environmental, social and governance strategy. "KQ is the only airline in Africa that has signed up as a member of UN Global Compact and a member of the Africa Shared Values Initiative," said.

The winning airlines will be recognised at an award ceremony this month.

For more information about this challenge, please visit <https://sustainableflightchallenge.com/>

# CESSNA SKYCOURIER DELIVERED TO LAUNCH CUSTOMER

## The first delivery of the CESSNA SkyCourier twin utility turboprop to FedEx Express took place last month.

This is the first of 50-freighter aircraft that global logistics firm FedEx Express ordered as the Cessna SkyCourier's launch customer. The clean-sheet aircraft achieved Federal Aviation Administration (FAA) type certification in March 2022.

The Cessna SkyCourier is designed and manufactured by Textron Aviation Incorporated.

"FedEx took delivery of its first Cessna in the mid-1980s and the two companies have had a collaborative relationship over the four decades since," said Ron Draper, president and CEO, Textron Aviation.

"We're thrilled to deliver this aircraft that will help FedEx serve its customers more efficiently as it is designed with the option to carry industry-standard prepacked cargo containers. We believe many other air freight, passenger and special mission operators also will benefit from the winning combination of low operating costs and unparalleled lift capacity that the new Cessna SkyCourier brings to the market."

In addition to the initial fleet order, FedEx Express has options for 50 more SkyCourier aircraft. Members of the FedEx Express design and engineering teams participated in Textron Aviation's customer advisory board to help shape the aircraft's design, features and serviceability.

"For nearly 50 years, FedEx has been known for being flexible and innovative in finding solutions for our customers, and this aircraft will help us better serve small and medium markets where we aren't able to operate our larger aircraft," said Scot Struminger, CEO and executive vice president of aviation, FedEx Express.

"The SkyCourier will make us more efficient, now being able to move containerised and palletised freight for our customers."

"The result of four-and-a-half years of collaboration with Textron Aviation on this aircraft, FedEx Express is excited to add the Cessna 408 SkyCourier as part of our fleet modernisation programme," Struminger said.

## About the CESSNA skycourier

The Cessna SkyCourier twin-engine, high-wing turboprop offers a combination of performance and lower operating costs for air freight, passenger and special mission operators. In addition to the freighter version, there is a 19-passenger variant of the SkyCourier that includes separate crew and passenger entries for smooth boarding, as well as large cabin windows for natural light and views. Both configurations offer single-point pressure refueling to enable faster turnarounds.

The aircraft is powered by two wing-mounted Pratt & Whitney PT6A-65SC turboprop engines and features the McCauley Propeller C779, a heavy-duty and reliable 110-inch aluminum four-blade propeller, which is full feathering with reversible pitch, designed to enhance the performance of the aircraft while hauling large loads.

The SkyCourier is operated with Garmin G1000 NXi avionics. It has a maximum cruise speed of more than 200 kts and a 900 nautical-mile maximum range. The aircraft features a large door and a flat floor cabin, and the freighter version can hold up to three LD3 shipping containers with an impressive 6,000 pounds of payload capability.

TRU Simulation + Training Inc., an affiliate of Textron Aviation meanwhile recently announced that its Cessna SkyCourier Full-Flight Simulator (FFS) earned Level D qualification from the FAA, which allowed pilot training for the SkyCourier to begin.







Lufthansa Cargo have ordered seven of Boeing's 777-8 freighter aircraft - the industry's newest and most fuel-efficient twin-engine freighter.

# LUFTHANSA GROUP CHOOSES 777-8 FREIGHTER

**The Lufthansa Group have thrown their weight behind Boeings 777-8 Freighters ordering seven for Lufthansa Cargo.**

The Group has also placed a new order for two 777 Freighters to add to its cargo fleet, providing extra cargo capacity in the near-term until the delivery of its first 777-8 Freighter.

In addition, the Lufthansa Group continues to accelerate the modernisation of its long-haul passenger fleet with a new purchase of seven 787-9s. The order for more 787s brings Lufthansa Group's total order book for the 787 Dreamliner to 32 firm orders. The Group also is a launch customer for the 777X passenger airplane, with 20 firm orders.

"The continuous modernisation of Lufthansa Group's long-haul fleet is one of our top priorities. Therefore, we are very pleased to further invest into the newest generation of Boeing aircraft. The purchase will complement our existing orders and further reduce our operating costs, enhance fuel efficiency and provide state-of-the-art customer experiences. Moreover, the purchase highlights our commitment towards enhancing sustainable aviation," said Detlef Kayser, member of the executive board of Deutsche Lufthansa AG.

Boeing launched the new 777-8 Freighter in January and has already booked 34 firm orders for the model.

With advanced technology from the new 777X family and proven performance of the market-leading 777 Freighter, the 777-8 Freighter offers the highest payload and the lowest fuel use, emissions and

operating cost per tonne of any large freighter.

"With the selection of our newest freighter, Lufthansa continues its long history of firsts with Boeing airplane programmes, becoming the first European customer for the 777-8 Freighter," said Ihsane Mounir, Boeing senior vice president of commercial sales and marketing.

"With the investment in the 777 and 787 fleet, the Lufthansa Group will operate the most advanced, fuel-efficient twin-engine airplanes in the industry. Each of these airplanes reduces emissions by 15 to 25% compared to previous models with a noise footprint up to 50% smaller than their predecessors, helping to advance the Lufthansa Group's sustainability objectives."

The 777-8 Freighter is ideally suited for operators creating a more sustainable and profitable future. With nearly identical payload and range capabilities, 30% better fuel efficiency and emissions and 25% better operating costs per tonne, the 777-8 Freighter will be the ideal choice as operators replace aging freighters later this decade.

The 2021 Boeing Commercial Market Outlook projects a 70% increase in the global freighter fleet by 2040, including approximately 450 new large widebody freighters such as the new 777-8 Freighter and 777 Freighter. First delivery of the 777-8 freighter is anticipated in 2027.

Built with lightweight composite materials and powered by advanced engines and a suite of environmentally progressive technologies, the 787 family has an airport-noise footprint that is 60% smaller than the previous generation of airplanes, making it ideal for Lufthansa Group airport communities.



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

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

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Pic: Pilatus Aircraft Corp.



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Aviation stakeholders met to draw up a road map for recovery for the industry beyond the Covid-19 crisis at the 10th Aviation Stakeholders Convention held in Nairobi, Kenya last month.

## A ROADMAP TO RECOVERY

The 10th Aviation Stakeholders Convention hosted by the African Airlines Association (AFRAA) and Kenya Airways provided a platform for showcasing new developments and innovations in aviation, discussions around industry business trends, networking opportunities and the forging of new partnerships.

The convention was held under the theme: “Beyond the crisis”, and brought together over 500 delegates from 47 countries across the globe who attended in a physical and virtual way. The Convention is one of Africa’s major forums for air transport industry stakeholders to have dialogue sessions, exchange Knowle.

A total of 34 African airlines were represented at the event, with 12 airline CEOs in attendance.

Speaking about the importance of establishing lasting relationships and partnerships between aviation stakeholders for the benefit of African Aviation, Afraa secretary general Abdérahmane Berthé emphasised the need to come up with ‘out-of-the box solutions’ with regional initiatives for Africa.

“AFRAA, in co-ordination with the African Union Commission (AUC), the African Civil Aviation Commission (AFAC) and the African Aviation Industry Group (AAIG), will convene the first lab meeting to be held from 27 June to 01 July 2022. I call upon

stakeholders to join this noble initiative which will bring experts from various sectors to craft solutions to transform business in the region and ensure the efficient development of intra-Africa air transport.”

Eng. Joseph K. Njoroge, CBS, the principal secretary, state department for transport government of Kenya commended the actions taken by aviation industry players such as ICAO, AFRAA, IATA and the AUC to mitigate the impact of COVID-19 on aviation.

He said continued co-operation for a resilient recovery and growth of the industry would help to establish stronger and more efficient airlines with business models that would allow them to compete internationally and improve Africa’s air traffic market share which is currently very low.”

Allan Kilavuka, CEO Kenya Airways emphasised on the importance of exchanging knowledge and experiences to inspire a sustainable and resilient aviation.

“COVID-19 posed the greatest risk to the aviation sector but we remained resilient as an industry and carried on. Planes continued to fly, delivering tonnes of freight, bringing our people home from overseas, and keeping people connected with their families across the continent. As we fly towards a better future, sustainability will be a key priority for Africa’s aviation sector.

“Our current ecosystem provides us with the necessary ingredients to maximise our efficiencies and productivity by evaluating strategic areas of synergies that can demonstrate effective ways of doing business and this can only be achieved through shared experiences and learnings that will ensure business continuity as we are doing today.”

# SOME OF THE EVENT HIGHLIGHTS INCLUDED

## CSR event for youth development in aviation

On 7th May, the Convention activities commenced with a CSR activity aimed at empowering the next generation of aviators at the Kenya Airways Pride Center. The event was sponsored by Collins Aerospace and staged in collaboration with AFRAA and Kenya Airways. Over 130 High School students from seven schools in Kenya benefited from the session aimed at supporting youth development in aviation.

## Master class sessions

The following masterclasses took place class 1: Aircraft configuration and fleet decisions for recovery by Embraer, class 2: showcase of selected AFRAA Projects and class 3 regional operators' opportunities for route and network planning by De Havilland Aircraft of Canada

## Exhibition

There were 25 exhibitors at the Convention that displayed their products and interacted with delegates at the conference.

These included: AFRAA, African Civil Aviation Commission (AFCAC), AMREF Flying Doctors, AMST Aviation, Astral Aviation, AVIACO, Avmax Spares, Boeing, Collins Aerospace, DPO Group, Flightline Training, Global Load Control, Kenya Airports Authority, Kenya Airways, Kenya Civil Aviation Authority, Lufthansa Systems, National Aviation Services, Pratt & Whitney, RwandAir, SatNav AFRICA JPO, SITA, South African Airways Technical, South African Airways Technical, Star Navigation Systems Group Ltd., Swissport Kenya and The Aviator Africa.

The Stakeholders' Convention was proudly sponsored by Collins Aerospace, Kenya Airports Authority, Kenya Airways, Kenya Civil Aviation Authority, ASECNA, Airbus, Astral Aviation, Boeing, Kenya Tourism Board and NAS Servair.



The MoU was signed by Abdérahmane Berthé, AFRAA secretary-general and Kevin Clarke, AviaPro consulting head of consulting services.

# AN MOU SIGNED FOR THE PROVISION OF AVIATION CONSULTING SERVICES

**The African Airlines Association (AFRAA) signed a memorandum of understanding (MoU) with AviaPro Consulting Inc that will provide a framework of co-operation between the two bodies in support of a number of different areas.**

These include airline network and fleet planning, sales, pricing and revenue management, airline operations planning and audit services, airline start-up consulting services, airline financial planning, manpower sourcing for specialised airline resource requirements, airline IT, cargo consulting, air service development and aviation legal support.

The MoU was signed by Abdérahmane Berthé, AFRAA secretary-general and Kevin Clarke, AviaPro consulting head of consulting services. In terms of the agreement, both parties will co-operate closely and compliment each other's aviation consulting services offering African airlines the ability to respond to ever changing market dynamics.

Berthé said, "AFRAA Aviation Consultancy Unit which was set up in 2019, provides a wide scope of in-depth air transport industry experience to African aviation stakeholders. We are backed by expert consultants specialised in the air transport sector and we are pleased to add AviaPro Consulting's expertise to enrich our capabilities.

"This collaboration will enhance AFRAA consultancy services capability to meet the needs of aviation sector in Africa."

Kevin Clarke said, "We are very pleased to be collaborating with AFRAA. This mutually beneficial relationship allows our company to leverage its global aviation experts with years of expertise in the aviation industry, to consult and recommend optimal ways to develop network and fleet planning, enhance all aspects of flight and ground operations, and maximize revenue opportunities. Our objectives are fully aligned to those of AFRAA, which is to maximise AFRAA members' success during these challenging post-pandemic times."

"We look forward to a long and fruitful co-operation between our two organisations. This MOU will re-in force the aviation consulting work already being offered by AFRAA to its members, and will compliment it with state-of-the-art methods and ideas to support the growth and development of AFRAA members."







## THE STAR AT THE EXPO

After unprecedented record sales signed during the Friedrichshafen Airshow in Germany in April, Tecnam went on to receive new orders at the Pilot Expo in Berlin last month.

Professional Aviation, an Italian ATO based in Ozzano (LIKO), Bologna, signed a letter of intention for four P-Mentors and two P2006T, the innovative FR two-seater which is Part23 certified and the famous IFR Part 23 certified twin engine with retractable gear. Professional Aviation already has a fleet of Tecnam aircraft which includes 12 P2008JC CS-VLA and two twin-engine P2006T. With this latest acquisition, the academy will increase and speed up, at lower cost and lower emissions, the number of students and their path to their ATPL.

The P-Mentor, an IFR two-seater made its first appearance this year at the Pilot Expo 2022. It was the same one used by Bartolini Air for its Ryanair mentored programme.

The P-Mentor is the latest design from Tecnam and provides student pilots with the means to achieve their instrument rating including IFR; PBN, RNAV; variable pitch, autopilot, simulated retractable gear control and BRS.

The P2006T offers value for money and innovative design with a modern Garmin avionics suite, integrating all primary flight, navigation, communication and terrain data on two high-definition LCDs. The aircraft is also equipped with an S-Tec 55x high-performance, two-axis autopilot, with advanced features.

Fitted with two Rotax 912S3 engines, the Tecnam P2006T demonstrates remarkable fuel savings and can be operated on AVGAS and MOGAS 95 octane fuel, leading to huge cost savings. Recent studies show that flight schools operating with TECNAM

single and twin-engine fleet can reduce emissions by up to 60%: 10 tons of CO<sup>2</sup> for each student by the time they receive their Commercial Pilot Licence.

“The P-Mentor is a new paradigm in flight training, increasing efficiency and quality of training, and, of course, it is a Tecnam,” said Professional Aviation account manager, head of training Vito Preti.







## MARITIME HERON UAS DEMONSTRATION

Israel Aerospace Industries (IAI) and 2Excel Aviation successfully completed a demonstration of IAI's Maritime Heron UAS in a series of live, Beyond Visual Line of Sight maritime search and ISR scenarios. The demonstration was based out of West Wales Airport in Aberporth, Wales.

Attending the demonstration were in-person and virtual observers from the UK ministry of defence, government and the civil sector. Following the demonstration, IAI and 2Excel received positive feedback from the UK Civil Aviation Authority. The Heron UAS was ready to fly within 36 hours of arriving at West Wales and maintained full serviceability throughout the period of the deployment.

The Heron UAS achieved 100% of its planned scenarios, despite the challenging seasonal weather conditions. The system demonstrated that it is highly capable in missions including search and rescue, border protection, fisheries patrol, safety at sea, small boat detection and surveillance and other activities. In-person attendees were able to make requests of the system, which were relayed live to the ground control station (GCS) during the presentation.

Rule-based scenarios were also demonstrated via IAI's Starlight data exploitation tool, which received inputs from the Heron UAS' multi-mission radar, EO/IR sensor and AIS. Points of interest were then generated using Starlight's Artificial

Intelligence (AI) and data processing engine to produce actionable intelligence, insights and maritime awareness. Data gathered was simultaneously broadcast to in-person and virtual attendees using IAI's data dissemination tool (Commander's Remote Imagery Situation Picture - CRISP).

Moshe Levy, IAI executive vice president and general manager of the Military Aircraft Group said, "The Heron's overwhelming success throughout the demonstration is thanks to effective and efficient co-operation with IAI's world-class partner at 2Excel. This demonstration signifies the growing bond between IAI and the UK industry.

"The Heron UAS is a cutting edge, world-class system, paired with IAI's supportive data-gathering and analysis technology, which provides the customer with tailored solutions. I am sure this demonstration will lead to future endeavors and hope to see the Heron fly again in UK skies soon."

Andy Offer, co-founder and director of 2Excel Aviation said, "2Excel and IAI together demonstrated they can operate a very capable Medium Altitude Long Endurance (MALE) platform in the UK within the constraints of the current regulatory environment. It is another shining example of us being able to do difficult things well.

The feedback from the UK Civil Aviation Authority was very positive and we feel confident about the roadmap for future unmanned operations across our suite of contract air services."



IAI's Maritime Heron UAS in Flight over Wales



# HANS AIRWAYS APPOINTMENT

A United Kingdom long-haul airline board has appointed Nathan Burkitt as Chief Operating Officer of Hans Airways to be in charge of regular scheduled flights from Birmingham to India.

A United Kingdom long-haul airline board has appointed Nathan Burkitt as Chief Operating Officer of Hans Airways to be in charge of regular scheduled flights from Birmingham to India.

Nathan has worked with the start-up airline since December 2019, supporting CEO Satnam Saini, selecting and overseeing pilot and cabin crew recruitment and training in his original role as director of flight operations and crew training.

Nathan joined Hans Airways from Virgin Australia, where he was manager, flight standards, overseeing flight operations training and standards.

He brings 17 years' senior operational experience to the airline with a diverse, international flying career which started with ATR turboprops and Avro RJ100s at CityFlyer Express, Gatwick.

He moved onto Britannia Airways on the B757/B767 for 14 years, followed by Thomson/TUI and LCC ThomsonFly, becoming head of training (TRTO) and training manager, before joining Virgin Atlantic as training standards manager.

Here he was first introduced to the Airbus A330, the aircraft type Hans Airways has selected. Following Virgin Atlantic, Nathan worked for Fastjet as head of flight operations and training (group),



*Nathan Burkitt has been appointed COO of Hans Airways*

Wow Air in Iceland and Norwegian UK as chief pilot and deputy head of training.

“Over the past two and a half years Hans Airways has attracted a talented group of professionals and I am delighted to be widening my responsibilities with the company. I love the hard work and energy that goes into new start airlines and I’m working closely with the UK Civil Aviation Authority toward our important CAA proving flight when our first Airbus A330 arrives early June,” Burkitt said.

“I am extremely grateful to Nathan for all he has contributed to date in establishing an exceptional operations team. Having someone of his calibre and experience will serve us very well as we prepare for commercial launch,” said Saini.

## ABOUT HANS AIRWAYS



Hans Airways is a UK new hybrid, long-haul airline venture, that offers value for money fares with a quality inflight service. There will be two classes of cabins: economy class (called “Anand Class”), with a 31-inch seat pitch and 274 seats and premium economy (called “Anand Plus”), offering a 56” pitch and 24 seats.

High quality complementary inflight entertainment and catering will be available as standard.

A loyalty programme is planned to be known as HAPEEI (Hans Airways Passengers Environment Education Initiative) that aims to reward passengers with all the regular benefits of a frequent flyer programme with a strong emphasis on corporate social responsibility, create opportunities to donate to children’s educational charities in India or conservation and water preservation projects.

Hans Airways’ senior management has identified a high demand for regular secondary city air links between the UK and India, drawing on its CEO’s considerable experience instigating a series of charter flights for Monarch Airlines and FlyJet. It intends to have a close working relationship with travel agencies and travel management companies.

Hans Airways submitted its UK AOC application in March 2020, following extensive discussions with the UK Civil Aviation Authority and department for transport.



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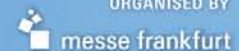
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Israeli start-up AIR unveiled the full-scale prototype of its inaugural electric vertical take-off and landing (eVTOL) vehicle, AIR ONE, at the Kentucky Derby.

## THE SPORTS CAR OF THE SKY

**An Israeli start-up company called AIR unveiled their full-scale prototype of its electric vertical take-off and land aircraft or EVTOL called AIR ONE at the Kentucky Derby recently.**

Celebrities and VIPs were hosted in the exclusive Green Room reception area on-site and guests were able to sit inside the sporty aircraft and experience virtual flight in the AIR ONE with AIR's simulation technology.

To top the event off AIR also announced a partnership with Aeroauto, the World's first aeromall, to establish a specialised Urban Air Mobility vehicle showroom and dealership in Palm Beach County, Florida.

Complimenting the ongoing development of air taxis for commercial use, AIR ONE allows individual consumers to experience the freedom of flight on their own terms. Capable of taking off and landing on any flat surface, the all-electric aircraft offers a range of 110 miles (177 km) on a single charge at speeds up to 155 mph (250 km/h). With collapsible wings, AIR ONE can be stored in most garages, driveways and is suitable for trailer hauls.

"It is thrilling that we were able to celebrate this milestone and unveil AIR ONE at a truly iconic event like the Kentucky Derby, with the help of Churchill Downs," said Rani Plaut, CEO and co-founder of AIR.

"Alongside our newest partner, Aeroauto, the trailblazers we met at the Derby will play a crucial role in gaining public acceptance of personal eVTOLs, propelling the entire industry forward, transforming the way we move and adding a dose of adventure to everyday life."

The Kentucky Derby was the first of several stops on AIR ONE's prototype tour. In between events, AIR ONE and its virtual flight

simulation technology will be on display at the Aeroauto showroom.

As the latest AIR brand ambassador, Aeroauto will assist in local infrastructure establishment for personal EV aviation and serve as a maintenance provider. AIR ONE customers will also have access to Aeroauto Flight Academy, equipped with flight simulators and classroom learning.

"It is a great honour to become the world's first specialised Urban Air Mobility vehicle showroom and dealership, bringing an international manufacturer to North America as an AIR brand ambassador, while becoming their North American flagship retailer for sales, service, and customer training centre," said Sean Borman, CEO of Aeroauto.

"We feel that AIR's advanced technology will be a great asset to the industry of personal transportation as a whole. The AIR ONE is an exciting addition to the US's personal transportation market and for all the people that have been dreaming of these incredible machines for decades."

Since coming out of stealth last year, AIR has completed a successful drop test and has finalised the first stage of the power and communication system integration.

The company is also currently preparing to begin hover testing shortly and continues to work closely with the FAA to finalise its formal application en route to step 2 of the G1 certification basis document.

Built by veterans of the automotive and aerospace industries, AIR merges aerospace innovation and excellence with the maturity of the automotive industry's products and manufacturing techniques, providing safety, comfort and a sense of adventure to everyday users.

AIR ONE's sleek and modern design truly make it the sports car of the sky.



# COLOURFUL HORIZONS AHEAD



Maas Aviation predicts colourful horizons ahead

## MAAS Aviation, an aircraft painting and exterior coatings specialist, continues to see mounting optimism in the aviation sector as they reported a buoyant start to 2022.

Chief commercial officer Richard Marston said, "The industry is seeing strong post-pandemic growth as travel restrictions ease and we go back to everyday life. With more aircraft returning to the skies, the global MAAS teams have been busy with programmes for new and existing customers throughout the first quarter of this year. With the 21/22 winter painting season coming to an end, there is plenty to talk about."

Statistics from IATA back up Marston's positive outlook, with the trade association reporting that there has been industry-wide growth in revenue passenger-kilometres (RPKs) of 82.3% year-on-year in January 2022.

MAAS have continued to support established customers Ryanair and EasyJet with their programmes, repainting Ryanair's B737-800 aircraft at their new Kaunas facility this season and EasyJet's A320-family aircraft from their Maastricht paint bays.

"We have also been pleased to welcome some significant new clients to our paint shops this quarter" said Tracy Jarman sales manager Europe.

"We have painted five A320s for Spanish low-cost carrier Vueling. The final aircraft in this current programme for Vueling will complete its makeover at our Maastricht facility later this month and we look forward to continuing this partnership later in the year."

Sky Alps is a relative newcomer to the scene, founded in 2020, the Italian airline operated its first flights in June 2021. MAAS have aided in their continuing operations with the completion of fresh liveries for two of their Dash-8 Q400 turboprops.

MAAS also partnered with Greek carrier Aegean Airlines, completing two end-of-lease repaints for an A320 and an A321. Corendon Airlines is another new customer, with the MRO recently refinishing two B737-800 aircraft for the Turkish carrier, one of which is a special 'Hull City' football club livery.

Condor's recent rebrand has grabbed the attention of the aviation industry with its bold striped liveries and MAAS were proud to have completed the paint jobs on the first two A321s in this programme.

Jarman said, "This project was top secret and had to be kept totally under wraps until the full launch of their new livery in early April, but this strategy paid off with the newly painted fleet making a big impact when revealed. The multi-coloured aircraft are designed

to emulate the feelings of summer holidays, with the yellow stripes representing the sun, and blue the sea. Condor will be continuing to roll out more of their sensational new look over the summer season."

Despite the difficulties the pandemic brought to the industry, the general feeling now is of optimism for continued recovery in the sector. MAAS Aviation are pleased to be supporting their airline, lessor, MRO and OEM customers with their ongoing growth and bringing more colours to the sky again.



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## THE RED BULL PAPER WINGS WORLD FINAL

**Red Bull Paper Wings is the official paper plane world championship and the 2022 edition saw a record number of pilots competing in the categories of Distance, Airtime and Aerobatics.**

The national finalists participating at the sixth-ever World Final at Hangar-7 in Salzburg were the elite of more than 61,000 hopefuls (a record) from over 60 countries who'd taken part in more than 500 Qualifyer events and, in the case of Aerobatics, submitted videos online.

The high-flying World Final spanned two days at iconic Hangar-7 – itself home to a collection of historic aircraft – beginning with pre-elimination rounds on Friday and concluding with the drama of the Super Finals on Saturday.

The event was open to the public, with cheering spectators adding to the fun-filled atmosphere.

According to the rules, all distance and airtime pilots were required to make their plane from identical materials: namely a single, standardised sheet of A4 paper provided by the organisers.

Their task was to create the most aerodynamic shape possible by folding only – no cutting, tearing, gluing, stapling or other such modifications allowed.

In the distance showdown, where pilots got two attempts each to throw their paper plane the farthest distance on the 70m apron, Lazar Krstić of Serbia was a man on a mission.

At the previous edition in 2019, his result of 52.28m was good enough only for second place. Ever since he's been refining his plane design, throwing technique and even his physique – adding 10kg for extra strength and power.

The tactic paid off: he dominated the distance event, launching a first throw of 57.13m that no one could top, and then – even though he'd already won – he took his second throw even farther, to 61.11m. "I really wanted this win. I was working hard for it and in the end, it paid off. It's a great experience, I really like it," Krstić said.

In the airtime category, pilots threw their planes high into Hangar-7's arched glass ceiling, aiming for the longest time between take-off and landing. Competing in the Super Final, Rana Muhammad Usman Saeed of Pakistan ended a 10-year-wait for redemption by winning with a time of 14.86 seconds. What's more, in pre-elimination he had achieved 16.39 seconds – a new Red Bull Paper Wings record.

"I was here in Hangar-7 in 2012, but I wasn't prepared and I didn't make the podium," Saeed said. "From that time, I really built my interest in paper planes, I worked hard and finally I've achieved what I wanted to do."

In the Aerobatics competition, pilots had just 60 seconds to dazzle the judging panel, who based their scores on creativity, overall flight performance and technical proficiency. Music, costumes, props and multiple types of paper planes were allowed.

Seunghoon Lee of South Korea captured first place in a performance where he wore a formal black tuxedo, presented magician-like choreography and launched planes that twirled, boomeranged and flapped their wings. But the biggest presentation of all came after he won, when he promptly proposed to his girlfriend on stage – by offering her a paper plane, which she tearfully accepted.



The Aerobatics judges were record-setting pilot Dario Costa, two-time Olympic gold medallist in Snowboard Big Air, Anna Gasser, BMX legend Senad Grosic and Popular Mechanics news editor Jennifer Leman.

Costa said: "I'm happy to be here, because creating a celebration, a sport and a competition around something we all know how to do and we all grew up doing – it's just unbelievable. Also, it reminds me of the days when I was playing with paper planes and dreaming of flying."