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African aviation news June 2010

Single data burst can locate crash scene

By Alton K. Marsh



A newly commissioned search-and-rescue ground station at NASA's Goddard Space Flight Center near Washington, D.C., takes advantage of search-and-rescue repeaters on GPS satellites. It's the only one of its kind in the world. The repeaters are on only a few satellites at the moment. It will take at least until 2017 to equip all new generation GPS satellites. The ground station is capable of receiving instantaneous bursts of data, relayed by the satellite, including the GPS location. It provides search capability for ships, aircraft, and hikers.

Just like the lottery, you must play to win. If you want to take advantage of the latest search-and-rescue system, you must have a 406-MHz ELT. (The FAA does not currently require aircraft to be equipped with 406-MHz ELTs.) In order for searchers to call the right location to begin their detective work, the unit must be registered with the government. And if you want your exact GPS location sent automatically, you need to have a 406-MHz locator that *can* be connected, and then have an avionics technician actually hook it up. There are 275,000 406-MHz locators in the government database, but only 45,000 are registered. Officials from several agencies giving a joint press conference from the Goddard Space Flight Center this week said pilots flying over water may want to have a handheld 406-MHz locator as well as the one required for their aircraft. If a pilot is floating in a raft, the raft may be miles from where the airplane ELT was when it transmitted the location.

The new system at Goddard is called Distress Alerting Satellite System (DASS) and will be fully functional when all new-generation GPS satellites have repeaters aboard in the next seven to 10 years. It is estimated that when completed, four or more satellites will hear and repeat the same distress signal. Software then takes over, creating a three-dimensional map of location and terrain. A fly-by map shows rescuers what they can expect to see in the way of terrain when approaching the site. Weather can be added as well.

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Lt. Col. Charles Tomko, commander of the Air Force Rescue Coordination Center, said the 406-MHz system worked perfectly in the crash of a Coast Guard helicopter. It was registered, allowing searchers to check with the unit headquarters operating it, and it broadcast exact GPS information. Rescuers found the crew within hours before they would have been forced to spend a winter night in the mountains of the western United States.

Capt. David McBride, chief of the Office of Search and Rescue, U.S. Coast Guard, said too often people put their trust in a radio or cell phone, only to find they do not work in extreme or remote conditions.

Leadership (Abuja)

Nigeria: The Acid Test for President Jonathan Goodluck

Jerry Uwah - 31 May 2010 - OPINION

The contract for the construction of a second runway at the Nnamdi Azikiwe International Airport, Abuja, has become a litmus test for President Goodluck Jonathan's anti-graft war. The cost of the project has generated so much bad blood in the system that it might squander the little goodwill the president has garnered since he assumed office in February. A group of selfish men who were battling for control of power at the terminal stage of the late President Umaru Musa Yar'Adua's ailment had awarded the contract at a scandalous cost in January 2010.

The story from the National Assembly is that the 2010 Appropriation Bill made provision of N4 billion for the contract and that the sum was listed as a half of the total cost of the project. The balance was to be provided for in subsequent budgets. The general impression at the beginning was that the total cost of the project would be in the range of N10 billion. There is a huge gulf between the projection of the cost of the contract in the 2010 Appropriation Act and its value at the point the contract was awarded to the 'invincible carrier' known as Julius Berger Nig. Plc. (JB).

Julius Berger, a Nigerian company with Bilfinger+Berger, a small German construction firm, as inscrutable technical partner, has no foothold in the construction industry outside Nigeria. However, since its emergence on the scene sometime in 1967, it has dictated the tune in the construction industry and controls virtually all the governments of this republic. When it comes to the dirty deal of currying the favour of government officials for contracts, the sins of Siemens, a leading German firm, in Nigeria, pales into insignificance where JB is on the scale.

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Leadership (Abuja)

Nigeria: Lifeline to Airlines - Stakeholders React

Ime Akpan - 31 May 2010

Reactions have trailed the Central Bank of Nigeria's (CBN) extension of fund to stimulate credit to support the beleaguered aviation industry.

It was gathered that the regulatory authority has concluded arrangements to include airlines on the list of target beneficiaries for the N500 billion small and medium scale (SME) intervention fund.

Airlines have gone through rapid expansion in recent years and are heavily indebted to the banks, which are just recovering from the impact of a N600 billion bailout last year. Higher prices for jet fuel have forced some airlines to ground some flights. The latest and most worrisome is Aero Contractors, hitherto one of the biggest domestic operators in the country. The airline is currently in conflict with Oceanic Bank over the repayment

\$200 million loan it got to purchase five aircraft. Aero Contractors' plight came to the fore last April when it issued a statement that it might not be able to continue operations because the bank had frozen its account domiciled there after both parties could not agree on the amount due for repayment. The airline had sourced the fund from the bank to purchase five aircraft and the debt is said to have accumulated through insider dealings and over invoicing.

Reacting to CBN's lifeline to the ailing airlines, Capt. Dan Omale, aviation analyst, said the bailout will not work because of personality and identity issues involved in airline ownership in Nigeria.

"No airline owner is ready to merge with the other because of the fear of losing identity. Secondly, moribund airlines will resurrect because the owners are only interested in the loan which they know they will not pay back. If government wants the domestic airlines to remain in business, it should remove all the charges because they are too many. At the moment, there is no scheduled airline in the country that does not owe over N1 billion," he said.

Dele Ore, President of the Aviation Round Table, which comprises industry professionals, argued that the bailout fund should not be channelled to airlines only, but to the aviation industry as a whole. According to him, the nation's aviation industry is in disarray, with numerous shortcomings in various agencies and authorities, and government should reconsider its motives for the bailout package. "Our view is that the government should bailout the entire aviation industry and not just the airlines. We need finance in human management so as to get the best in some key organisations like the Federal Airports Authority of Nigeria (FAAN), Nigerian Civil Aviation Authority (NCAA)," he said. He added that the carriers are only concerned with how it will benefit their respective outfits.

A spokesman of CBN, Mohammed Abdullahi had said that the fund would help airlines refinance their loans for a period of 10 to 15 years adding that the loan would help both airlines and banks, as the airlines' heavy debts could hurt the banks. "These airlines can now partake from the fund and those that are indebted to banks can refinance their loans and amortise them over a period of 10-15 years. This, we believe, will help put off a feared financial crisis in the aviation industry," he said.



Nigeria: African Aviation Pool Premium Up By 15.39 Percent

1 June 2010

African Aviation Insurance Pool (AAP) has increased its premium income by 15.39 percent as at December 31, 2009. Premium income of the pool stood at \$5.61 million, representing an increase of 15.39 percent as against \$4.87 the previous year. The Pool beings managed by Africa Reinsurance Corporation, raked an underwriting profit of \$2.45 million and an operating profit of \$2.22 million, showing a 182.7 percent growth from \$785,083.00 in 2008.

Mr Ken Aghoghovbia African Re's Regional Director disclosed the performance of the Pools at the General Assembly of the African Insurance Organisation (AIO) held in Banjul , The Gambia. Aghoghovbia said the achievement of the Pool in 2009 could be attributed largely to the continued cooperation and commitment of the members. According to him, " Aviation Pool recorded growth even with the competitive nature of the market, stating that the account also grew during the period under review.

He said that 2009 was however a disappointing year for underwriters as premium increased only by 10-15 percent which is less than the prediction made even mid way in the year. "The African Aviation industry reflected similar trend as the international market marginal premium increases were experienced not only for

airline business but also for general aviation in 2009" He however thanked the members of the Pool for their support while optimistic about the future ahead.

Justus Uranta, managing director, Niger Insurance plc, member of the two Pools said the effort of the African insurers to penetrate the oil and energy sector and hold a reasonable stake in the business is yielding positive fruits. Uranta said there is need to put in more effort, stating that the pools are helping to build capacity in terms of funding as wells human capital development. The pool was set up to promote exchange of insurance and reinsurance business

THE ANALYST

Liberia: Direct Delta Airlines Flight

4 June 2010

...Meanwhile, May 25, 2010 announced new service between Atlanta and Monrovia, Liberia, expanding the airline's position as the leading U.S. carrier operating flights to Africa.

The new service, which is scheduled to begin Sept. 4, will connect Delta's hub at Hartsfield-Jackson Atlanta International Airport and Roberts International Airport in Monrovia with a stop in Accra, Ghana. The flight will be operated on 215-seat Boeing 767-300ER aircraft, equipped with 34 Business Elite seats and 181 seats in Economy.

Delta has received approval from the Liberian Civil Aviation Authority, and preliminary approval from the U.S. government, to sell seats for the new flight for the planned launch in September. Final U.S. government approvals are expected before the flight begins. "As the No. 1 U.S. carrier serving Africa, Delta remains committed to expanding our presence into fast-growing African markets," said Perry Cantarutti, Delta's senior vice president of Europe, Middle East and Africa. "Our new service between our Atlanta hub and Monrovia will provide convenient connections between Liberia and cities across the United States."

Delta had previously intended to begin service to Monrovia in June 2009, but was delayed while Roberts International Airport implemented measures to ensure its compliance with the standards of the International Civil Aviation Organization. Delta has worked closely with the United States and Liberian governments while the airport facilities in Monrovia were properly equipped and prepared for the new service.

"The government is enthusiastic about the prospect of Delta providing a direct flight between Monrovia and the United States, which would be the first such service in many years," said Liberia President Ellen Johnson-Sirleaf. "The government is working earnestly to ensure that all the necessary requirements are met so that the flights will commence as scheduled."

Added U.S. Rep. Bennie G. Thompson (D-MS), chairman of the House Committee on Homeland Security: "I have been pleased to work with Delta and the Office of Global Strategies at the Transportation Security Administration (TSA) to ensure that security continues to be a priority on all international aviation partnerships. As Chairman of the House Committee on Homeland Security, I support TSA's international aviation security programs. Facilitating commerce without compromising security remains a reasonable approach. Today, we are one step closer to offering direct service flights from the United States to Liberia – strengthening our partnership with Africa." Delta, which has operated in Africa since 2006, has announced its intention to serve up to 10 African destinations from the United States, with aircraft ready to begin service pending U.S. and foreign government approvals.

...Delta also is preparing to begin new year-round service between Atlanta and Accra. This service, announced in 2009, will begin on June 1 with three weekly flights, expanding to four weekly flights on June 14, and complement existing five-times weekly service between New York-JFK and Accra.

On June 2, Delta will also begin nonstop seasonal service between New York-JFK and Abjua, Nigeria, and in June and July will add two additional weekly nonstop flights between Atlanta and Johannesburg to support travel to and from the 2010 World Cup. This summer, Delta will operate flights to seven African destinations. In addition to Monrovia, Delta will offer service to Accra, Ghana; Abuja, Nigeria; Cairo, Egypt; Dakar, Senegal; Johannesburg, South Africa; and Lagos, Nigeria. Delta also intends to serve Malabo, Equatorial Guinea; Nairobi, Kenya; and Luanda, Angola once government approvals are received.

As the first carrier serving Africa nonstop from the United States, Delta has grown from 22 weekly departures to and from Africa in July 2007 to nearly 80 planned for July 2010, saving customers a significant amount of time on flights. Customers traveling between Atlanta and Johannesburg, for example, save an average of six hours each direction compared with connecting in Europe. Delta Air Lines serves more than 160 million customers each year. With its unsurpassed global network, Delta and the Delta Connection carriers offer service to 367 destinations in 66 countries on six continents.

Delta employs more than 70,000 employees worldwide and operates a mainline fleet of nearly 800 aircraft. A founding member of the SkyTeam global alliance, Delta participates in the industry's leading trans-Atlantic joint venture with Air France KLM. Including its worldwide alliance partners, Delta offers customers more than 16,000 daily flights, with hubs in Amsterdam, Atlanta, Cincinnati, Detroit, Memphis, Minneapolis-St. Paul, New York-JFK, Paris-Charles de Gaulle, Salt Lake City and Tokyo-Narita. Customers can check in for flights, print boarding passes, check bags and review flight status at delta.com.

Zimbabwe: CAAZ Starts Refurbishing Harare International Airport Runway

4 June 2010

Harare — The Civil Aviation Authority of Zimbabwe has received US\$14 million from the Ministry of Finance to refurbish the Harare International Airport runway and taxiway rehabilitation after Government facilitated a US\$18 million loan from the Infrastructural Development Bank of Zimbabwe.

The remaining US\$4 million was allocated to Joshua Mqabuko Nkomo International Airport.

Acting Harare International Airport manager Mr Edmore Murungweni said CAAZ had started working on the taxiway project that aims at rehabilitating the taxiways at the airport so that there is free flow of air traffic in a bid to make Zimbabwe a favourable destination. "We have now commenced work on refurbishment of our taxiways so as to make our airport as competitive as any other airport. At some airports planes land and depart on the runway hence the need for taxiways to enable planes to pave way for each other.

"Until such an eventuality, we are gearing ourselves by embarking on a programme of marketing ourselves so that our country becomes a viable destination by ensuring that our airport facilities are protected and safe to use," he said. Speaking on the same issue, Mr Itai Makoni, the CAAZ engineer for projects, said the whole taxiway rehabilitation is expected to end by December this year.

"We are doing the process in two phases. The one we are working on now is 1,4km with four taxiway links to the runway that we expect to be finished by the end of October. "We are working with air traffic, business does not stop so we have to be careful so as to allow airways to go on with their operations," he said.

Eng Makoni, however, said until other funds are confirmed, the runway would remain uncompleted since the US\$14 million was insufficient as US\$24 million was needed for the whole project. CAAZ also has plans to construct a new runway at Victoria Falls Airport and funds permitting similar works would be carried at other airports in the country. The upgrading and refurbishment of infrastructure at Harare International Airport started in 2002 but stalled in 2007 due to harsh economic conditions.

Daily Nation On The Web

Kenya: Kenya Airways (KQ) Flies Back into Profit

Joseph Bonyo 4 June 2010

Nairobi — Kenya Airways has flown out of turbulent times with a pre-tax profit of Sh2.6 billion for the full year ended March 31, 2010, compared to a Sh5.6 billion loss recorded in the last period. This represents a 147.2 per cent increase.

The rise, according to managing director Titus Naikuni, is due to savings the airline made on its fuel hedging policy and exchange rates. During the financial year, there was a significant drop in jet fuel prices of about 29.6 per cent due to combination of volume consumption and favourable exchange rates. "Our fuel costs, excluding hedge costs, decreased by Sh5.7 billion over the period compared to the previous year," Mr Naikuni told journalists at an investor briefing in Nairobi on Friday.

The strengthening of the US dollar against the Kenyan shilling resulted in huge savings for the airline. It conducts its transactions in the dollar, which averaged at Sh76.67 in the financial year. Despite the strong indications of the firms' determination to get out of the woods, its expenditure still shot through the clouds.

Capital expenditure grew by 52.3 per cent, with analysts pointing out that this would be the bane of the airline's performance going forward. "They need to have cost controls as a priority. It is very significant for them to look at various areas of cutting on this," said Mr Bob Karina of Faida Investments Bank. Overheads rose by 28.5 per cent, attributed to pay increments that arose from a return-to-work agreement with its staff. The employees downed their tools, demanding a renegotiation of their salaries and allowances.

Additionally, the firm said it spent about Sh800 million in advertising and publicity of its new destinations. The board recommended a Sh1 per share payment as dividend to the owners for the period. Although the International Air Travel Association has said the global aviation industry is on a recovery path, this has come with increased competition.

On the international routes, the national carrier is facing stiff rivalry from legacy airlines from Europe and Middle East. This has seen it re-focus its energy in Africa, where it has been introducing new routes, currently estimated at 49. "We still focus on Africa because that is where potential is for us. We are much alive to the threats of competition but this continent is our main stay," said Mr Naikuni. As part of the spread of its wings, the airline expects to create seven more new destinations on the continent, including Luanda, Angola, where it has been trying to perch for about five years now.

THE HERALD

Published by the government of Zimbabwe

Zimbabwe: AirZim Relaunches Flights

Lloyd Gumbo - 5 June 2010

Air Zimbabwe working with tour operators and hoteliers -- relaunched its Johannesburg-Victoria Falls flight here on Thursday. In a speech read on his behalf by Civil Aviation Authority of Zimbabwe chief executive Mr David Chaota, Transport, Communication and Infrastructure Development Minister Nicholas Goche said the relaunch was an indication of the tourism sector's revival.

Minister Goche said Government was committed to upgrading the country's airports and roads adding that funding had already been secured. "Work is currently in progress at Harare Airport and Joshua Mqabuko Nkomo Airport with completion expected in six and 12 months respectively. "There are long-term plans to upgrade Victoria Falls Airport, for which funding has been secured.

... Air Zimbabwe Holdings group chief executive officer Dr Peter Chikumba said the re-launch of the flight was necessary to promote tourism growth. "Zimbabwe is still a potential prime tourism destination, despite the negative media coverage the country has received in recent years. "Air Zimbabwe resumes this flight with competitive all-inclusive exciting packages in partnership with South African and local tour operators and local hotel groups," Dr Chikumba said. He said the greatest challenge was to restore confidence among tourists.

"This event is for us all as industry and the new approach for success is going to be working together as an industry as opposed to previous approaches where each one of us -- the airline, tour operators and hotels -- tried to engage in solo adventurism," he said. South Africa-based tour operator Maplanga Africa director Mr Chris Wood added, "We are very excited that this flight has been relaunched and it has come at the right time for our clients. "About 70 percent of demand in South Africa is the Zimbabwe side of Victoria Falls.

"You have our full support and this flight is going to be a success." A Boeing 737-200 craft that can carry 105 passengers will fly the route every Tuesday, Thursday and Saturday.

The Standard

Zimbabwe: Cash-Strapped Airzim Hunts for Partners

Ndamu Sandu - 5 June 2010

AIR Zimbabwe is scouting for partners with an ability to transfer knowledge and technology to the struggling airline, group chief executive officer Peter Chikumba has said. Air Zimbabwe is looking for new routes as part of its expansion programme and on Thursday re-introduced the Johannesburg-Victoria Falls route.

Chikumba told Standardbusiness the airline will set the criteria for partners interested in a marriage with the national carrier reeling from the effects of the country's long-running economic problems and poor management. "Most importantly it must be a partner who is not coming into a partnership to benefit themselves, they must be willing to see Air Zimbabwe grow, transfer technology, knowledge so it's a win-win partnership," he said. "If they come in with a big brother mentality I can tell you we will not take them. We want people who are willing to look at us as equal partners."

Chikumba said the airline was in the planning process on the possibility of Air Zimbabwe flying the Harare-Dar es Salaam route via Lusaka, Zambia. To fly to Tanzania, the airline has to get permission from both the East African country and Zambia. Air Zimbabwe said it was engaged in constant discussions with the Civil Aviation Authority of Zimbabwe (Caaz) to facilitate the granting of such permission.

Chikumba said the airline was looking at the viability of the route and it may take between three and six months before the airline flies to Dar es Salaam. Chikumba said talks were also underway with Air Tanzania on how the two airlines could forge a partnership. "We are talking to Air Tanzania. . .we will talk to anybody

who is willing to participate. "In a common market participation you look at common interests and say what are the synergies that we can share," Chikumba said.

"Imagine if tomorrow we have new planes, Air Tanzania will come to us, we will be the stronger partner. "But if we went to Emirates we would go as the weaker partner but with a potential of adding to that partnership". Asked whether Air Zim was going to revive the DRC route, Chikumba said the airline would go to any route as long as it made business sense. He said the airline was going to revive its partnership with Air Malawi to explore its markets.

"There is nothing wrong in Air Tanzania and Air Zimbabwe exploiting the market in Malawi if Air Malawi is asleep just like what has happened in Zimbabwe," he said. "There is nothing wrong in South African Airways coming and partnering British Airways if Air Zimbabwe is asleep so it's about the market and not the airline of that country which we are searching for."

AirZim has seven planes -- two 767s, three 737s and two MA60s. One of the MA60s is not operating after it was involved in a near fatal crash last November. Chikumba said the airline was waiting for reports from the insurer and manufacturers to determine the extent of the damage on the plane. Meanwhile, AirZim relaunched its Johannesburg-Victoria Falls route that was stopped 10 years ago. The airline will fly to Victoria Falls three days a week on Tuesdays, Thursdays and Saturdays.

The re-launch of the route on Thursday was welcomed by tour operators who said business was picking up in Victoria Falls and accessibility was becoming a challenge. "Close to 40% of our traffic was coming through Livingstone and this (re-launch of the Johannesburg-Victoria Falls route) will make connectivity to Victoria Falls much easier," said Tom Chuma, a Zimbabwe Tourism Authority board member and an operator in the resort town.

THE HERALD

Published by the government of Zimbabwe

Zimbabwe: Fly540 Zimbabwe Plans On Course - LonZim

8 June 2010

Harare — LONZIM's plans for a local budget airline, Fly540 Zimbabwe are well on course, as focus shifts to Zimbabwe in a fortnight when a similar initiative has been completed in Angola. The company has in the past two years been working on introducing a budget airline here, but a number of constraints stalled the plans to take to the skies by end of last year.

However, plans are now at an advanced stage with reports that the LonZim majority owned firm is set to submit final documentation to the Civil Aviation Authority of Zimbabwe. Fly540 Zimbabwe has already obtained a franchise agreement, for the Fly540 brand, from the East African franchise holders Fly540 Africa, but is yet to get an air operator's certificate from the local aviation industry regulatory authorities- CAAZ.

Fly540 Zimbabwe managing director Mr Nkosilathi Sibanda said plans for a budget airline were progressing well, but a similar undertaking had to be completed in Angola first. "We are going to launch in Angola and Ghana. We should be coming to Zimbabwe in two weeks. We are in the process of preparing final documents for submission to CAAZ," he said. After Fly540 Angola has been launched, which should be done within a fortnight, attention would fall on Zimbabwe then Ghana as the franchise spreads tentacles in Africa.

Mr Sibanda said after submission of final documentation to CAAZ the regulatory authority would fly to Nairobi, Fly540 Africa headquarters, to inspect the aircraft, which LonZim purchased for its local airline, which is expected to take to the skies soon. Fly540 Zimbabwe had planned to launch services in this month, subject to licensing and has acquired a US\$4,3 million ATR 72 turbo aircraft.

LonZim, the London Alternative Investment Market listed Zimbabwe focussed investment firm, owns 90 percent of Fly540 Zimbabwe and a number of local companies. The locally incorporated low cost airline expects to benefit immensely from its association with Fly540 Africa, which is owned by LonZim parent company Lonrho Plc. The conglomerate also owns 60 percent of Zimbabwe Stock Exchange listed Celsys, which specialises in security printing, information technology and telecommunications.

LonZim owns 100 percent of solvents and chemicals distributor Millpal, 51 percent of pharmaceutical products Panafmed and 51 percent of mobile software provider ForgetMeNot. In addition, it owns 100 percent of electronic funds transfer solutions provider Paynet and 100 percent of exquisite Eastern Highlands located hotel, Leopard Rock. Outside Zimbabwe, LonZim holds 79 percent of beachfront located Aldeamento Turistico de Macuti in Mozambique and recently sealed a deal with Kenyan telecommunications firm Safaricom, which enable the East Africa firm to provide e-mail and online chat access via mobile phones to over 15 million people.



Government Supporting Daily

Rwandair New Plane Arrives

Saul Butera 8 June 2010

Kigali — One of the two new airplanes recently acquired by RwandAir, arrived yesterday evening. Present at the airport to receive the Boeing 737-500 at Kigali International Airport were government as well as aviation officials. General Electric Capital Aviation Services (GECAS, the world's largest aircraft leaser, recently signed a deal with the national carrier for two Boeing 737-500s on a dry-lease arrangement for a period of three years.

With the acquisition of the planes, the company is set to open new destinations, especially to West African countries. Unveiling the aircraft, RwandAir CEO, Rene Janat, said that the company is planning to introduce daily flights to Johannesburg, Dubai, Addis and the Democratic Republic of Congo (DRC). "We are working on getting permits to fly to the mentioned destinations-we hope to start flying by the end of this week," he said.

Janata revealed that the carrier is trying to capture the West African market and are waiting for the arrival of a second Boeing 737-500, which will be delivered in August this year. Speaking at the event, the Minister of Infrastructure, Vincent Karega, said that RwandAir needs everyone's support, now more than ever, to help them grow.

"We need to think big, we need to be very competitive, think a little bit more than just investing in small projects. This is a great achievement for the country and the aviation industry," Karenga said. Late last year, RwandAir, acquired its first fleet of two CRJ200s aircrafts. John Mirenge, the Chairman of Board of RwandAir, thanked the airline's team which worked hard to make the project a success. "These have been some sleepless nights for many. We wanted these aircraft before the beginning of the World Cup and we have achieved it. It's a great job done and big achievement by the country," Mirenge said.

Recently, the national carrier secured a \$11.5m (Rwf6.5 billion) credit facility from the Eastern and Southern African Trade and Development Bank (PTA Bank) that will help it to implement its five year development plan.

The loan agreement was designed to help the national carrier purchase two 737-800 planes from Boeing. The planes are expected to be delivered in August and October 2011. Zafeirakis Charalampos, the Captain of the aircraft, revealed that the plane has a maximum takeoff weight of 58,000 tonnes and engine upgrades up to 20,000 pounds (all other planes of the same make have 18,500)

The national carrier began operations in December 2002 as the new national carrier (passenger air transportation as the core activity) with a concession to carry out airport ground handling at Kigali International Airport.

Tanzania Daily News (Dar es Salaam)

Tanzania: Turkish Airline for Maiden Flight Monday

Jaffar Mjasiri - 9 June 2010 Share:

Dar Es Salaam — TURKISH Airline is expected to make a maiden flight in Tanzania next Monday. The flight will arrive in Dar es Salaam at 11am. The aircraft which is wide with a 200-passenger capacity will make direct flights between the two countries making three trips every week: Monday, Wednesday and Saturday.

"Tanzania will be one of the 150 destinations that Turkish airline flies the world over," said the ambassador of Turkey to Tanzania, Dr Sander Gurbuz. He said the fare for a return ticket will cost US Dollars 440 noting that the fare is very reasonable and affordable for the travellers. About 100 senior officials from Turkey including ministers, members of parliament, TV crew and press members will be on board.

When the maiden flight arrives at the Julius Nyerere International Airport, there will be brief celebrations to be attended by businesspeople, the media and government officials. Turkish embassy has organized Turkish/African music concerts at the new ambassador's residence to be attended by ministers, government officials, media practitioners from both countries, said the ambassador.

Speaking at his office yesterday, in Dar es Salaam, the ambassador said that between 20,000 and 30,000 Turkish holiday makers and businesspeople will be able to travel to Tanzania annually. He also mentioned that other tourists from Russia, Ukraine, Bulgaria and other European countries will be eyeing the flight to visit the country. For the businesspeople, it is even easier for them to fly by Turkish airline especially from that region, as it is an important hub for many businesspeople.

"For those who want to proceed to other European destinations the departure and arrivals have been made very convenient," said the Ambassador. According to him, the Turkish plane will be departing late in the evening from Dar es Salaam and arrive in Istanbul early in the morning.

President Jakaya Kikwete recently visited Turkey and aviation business cooperation was among key areas of cooperation between Tanzania and Turkey that was concluded. Recently Tanzanian Foreign Affairs and International Cooperation Minister, Mr Bernard Membe said the Turkish Airline has shown interest to join other big airlines to establish schedule flights to Tanzania as step to foster stronger bilateral trade ties between Turkey and Tanzania.

Turkish Airlines operates on a network of scheduled services to 150 global destinations and 135 domestic destinations. It serves 155 airports in Europe, Asia, Africa and America. The airline operates flights in 11 African airports including Nairobi, the newly established destination launched during last weekend's visit in Kenya by the Turkish president. Other African destinations where the airline operates are Cairo, Addis Ababa, Khartoum, Lagos, Tripoli, Tunis, Algiers, Casablanca, Johannesburg and Cape Town.



East Africa: EAC MPs Want Soroti Flying School Upgraded

8 June 2010

Kampala — Members of the East African Legislative assembly have called for Soroti flying school to be turned into a center of excellence for the region. The MPs called on the Government to invest more on the school since it is the only aviation school within East Africa.

Daniel Wandera Ogalo, a member of the Assembly encouraged Uganda to emulate Kenya's approach in upgrading Utalii College which has since turned into a centre of excellence in the Hotel and Tourism sub sector.

THE HERALD

Published by the government of Zimbabwe

Zimbabwe: Zambezi Airlines starts Harare flights

11 June 2010

Harare — Acting President John Landa Nkomo last night lauded the bilateral ties between Zimbabwe and Zambia saying they are set to strengthen following the introduction of a flight between Lusaka and Harare starting today.

Speaking at the launch of the Lusaka- Harare route by Zambezi Airlines, the Acting President said the strong and cordial relations of the two countries was evidenced by the presence of Zambian founding President Dr Kenneth Kaunda who touched down at 1700hours aboard Zambezi Airline for the event.

"The journey for Dr Kaunda has been very long, but eventful. For Zambezi Airline, I say you have done us and Dr KK proud because this is the environment he wanted created. We in Zimbabwe join our Zambian counterparts in celebrating the efforts by the airline," said Acting President Nkomo.

He said the bilateral relations between the two had stood the test of time. "When the whiteman came, he could not even distinguish between a Tonga person from the two countries (Zimbabwe and Zambia)," he said. Dr Kaunda hailed Zambezi Airline, saying the launch was historic in that it enhanced trade between the two countries. "The occasion is truly historic. The route will facilitate travel and enhance trade between people of our countries. It will facilitate people to people interaction as well as boost tourism for the two countries," said Dr Kaunda. His speech was prefaced by singing of revolutionary songs and HIV and AIDS songs.

He said the introduction of the route was consistent with the spirit of the Abuja Declaration signed in 1981 during an Organisation of African Unity summit, which sought to enhance cooperation among member countries. "This can only be realised through enhanced communication including air travel. There can be no doubt that enhanced regional cooperation can achieve what was envisaged in the Abuja Declaration," he said.

Zambezi Airline board chairperson, Dr Maurice Jangulo, said his airline would soon enter into code-sharing discussions with Air Zimbabwe. "We are now at an advanced stage with Air Zimbabwe on code-sharing on regional routes and international routes. I also want to thank our two governments for creating an enabling environment for our business," he said.

Transport, Communication and Infrastructural Development Minister Nicholas Goche and his permanent secretary, Mr Partson Mbiriri witnessed the event.

Zambezi Airline commenced operations as a domestic carrier on July 15 2008, servicing the main Zambian cities and towns of Ndola, Kitwe, Livingstone, Solwezi and Chipata with a 30 seater aircraft. It then went

regional, the first flight being the Lusaka-Johannesburg route in May 2009 and built a reputation for excellent in-flight service. This was after it leased two Boeing 737-300 series aircraft from GE Commercial Aviation Service. Configured for 12 Premier Business class and 99 Economy class seating, the airline's aircraft are powered by new technology, fuel-efficient engines that also offer passengers a quieter cabin.

VANGUARD

Nigeria: Kwara Aviation College Commences October

14 June 2010

Ilorin — After three years of planning, the much expected International Aviation College in Ilorin, midwifed by the administration of Governor Bukola Saraki through Public Private Partnership, PPP, will kick start academic activities by October to commemorate Nigeria's 50th Independent anniversary. Chairman of the Board of Directors of the College, Engr. Tunde Yusuf, disclosed this when he led the board and management of the school to give update of the project to Governor Saraki at the State House, Ilorin.

Yusuf said the college would soon commence invitation of application for admission to the school, adding that students would be admitted from across West Africa sub region. He disclosed that for a start just only 20 students would be admitted stressing that within the next three years the number would have risen to 100 targeted by the school.

The college boss said since the cost of running the course may be expensive it was being expected that the students would enjoy sponsorship from interested bodies. He said about 10 instructors have been engaged and hinted that some of them are already undergoing training in South Africa to ensure that excellent instructions are imparted on the students.

Yusuf said that in view of the structures and facilities on ground , the college would emerge one of the best in Africa when takes off. He said that four Diamond aircrafts for training have already been procured in Austria while the college was making efforts to complete process on the necessary protocols to clear cost for bringing them in.

Governor Saraki expressed delight that the college would eventually take-off by October and commended the Board for ensuring that the school becomes a reality. Saraki said the plan for the school was to compete with the best ones around the world and implored management of the college not to compromise excellence. He disclosed that by the time the college commences academic activities the state government would grant scholarship to three students, with one student representing the three senatorial districts in the state.

Governor Saraki also assured that he will use his seat as chairman, Nigeria Governors Forum to speak with his colleagues to sponsor students to the college as a way to ensure the sustainability of the college.



Zambia: Govt Plans to Upgrade All Airstrips On Course

21 June 2010

THE Government has said works at Kasama, Mansa and Kasaba Bay airstrips will be completed by the end of the year. The Government has started upgrading provincial airstrips to improve domestic flights. Communication and Transport Minister Geoffrey Lungwangwa said the Government had targeted to repair airstrips in Mansa, Kasama, and Chipata.

Other works are continuing at airstrips in Lundazi, Serenje and Senenga. Professor Lungwangwa said in an interview in Kasama that the ministry had put in place measures to improve the provincial airports and airstrips to support economic growth. He said the aviation sector was given a lot of attention by the Government in order to respond to the growing demand of the business community.

"As you can see here in Kasama we have completed the construction of the terminal at Kasama airport and will soon be working on the runway by tarring it. "A lot is going on at Mansa airport and at Kasaba Bay works are going on very well, the construction works will be completed by the end of this year," Prof Lungwangwa said.

Daily Nation On The Web

Kenya: KAA Handles Over 0.4 Million People in World Cup Traffic

19 June 2010

Nairobi — Jomo Kenyatta International Airport (JKIA) is handling one of the largest passenger and flight traffic as passengers head for the World Cup in South Africa. The main aviation gateway to the country normally serves over five million passengers a year at the Nairobi hub. Kenya Airways has three flights and has added an extra to Johannesburg. South African Airlines has two flights.

"We expect an estimated 430,000 local and international transiting passengers to use this facility during the World Cup month based on increased flights to and from other parts of the world to Kenya and onwards to South Africa," says the authority's corporate affairs manager Dominic Ngigi.

Increased use

The parastatal says the figure is derived from increased use of wide-bodied aircraft from scheduled airlines which have increased flight frequencies. This is normally the low season for the aviation industry in international flights. According to Mr Mohamed Karama, ground, flight and safety manager in charge of JKIA, the airport is able to comfortably handle the extra traffic in addition to the normal cargo and scheduled flight operations to other global destinations due to recent investments in expansion.

He says that construction of extra aircraft parking space for planes way back in September 2006 during the JKIA expansion project cost Sh2.6 billion. Mr Karama adds the airport can now handle double the numbers headed for the World Cup. The expansion project increased aircraft parking space to 37.

It can accommodate a mixture of Boeing 777, 767, 747, A310 and A330 capable of carrying over 250 passengers each while smaller planes such as the 737s are also catered for.



Namibia: Complaints About Airport Theft

Tileni Mongudhi 23 June 2010

AIR Namibia and the airport authorities have been criticised for not ensuring the safety of travellers' luggage. Complaints about the safety of luggage mostly come from Hosea Kutako International Airport, Namibia's busiest airport.

The latest incident took place on Sunday, June 13, when a traveller flying to Lubango, Angola, found upon arrival at his destination that his luggage had been tampered with.

Willow Addams wrote to three Namibia Airport Company officials, one Air Namibia official and one Aviation Police official. Addams said he flew on the TAG DT flight to Lubango and was one of the first people to check in their luggage. The flight was delayed so they had to wait "quite some time" at Hosea Kutako Airport, he wrote. He claimed that almost every passenger's bags had been "cut, torn, or scratched in".

"It couldn't have happened in Lubango," he said, because they collected their bags within minutes after disembarking. He claimed he lost belongings worth N\$13 300. He said when he spoke to Lubango airport authorities, they referred him to their Namibian counterparts.

Namibia Airports Company spokesperson Struggle Ihuhua said the safety of luggage was the responsibility of the airline in question. He referred all question to Air Namibia, since they deal with TAG passengers in Namibia. Air Namibia spokesperson Zandra Groeneveld said Air Namibia was investigating the complaint. She added that although such incidents happened, safety was the national airline's main priority. Air Namibia received about four such complaints a month, she said.

Search for mining execs' plane missing over Africa

(AFP) – 21st of June

YAOUNDE — Rescuers hunting for a plane carrying 11 foreigners including mining executives that went missing between Cameroon and Congo called off the search for the night Sunday, officials said.

The chartered aircraft was carrying six Australians, two French, an American and two Britons, most of whom were from Austrian iron ore miner Sundance Resources, when it disappeared over dense jungle on Saturday. "The search has been stopped for the night," Cameroon's Communications Minister Issa Thiroma Bakary told AFP late Sunday. "The search is very difficult, it is taking place in a dense forest."

Colonel Pomphile Akoli-Awaya of Brazzaville's Maya-Maya airport told AFP the search had been called off for the night on the Congolese side and would resume Monday morning.

The CASA C-212 twin turboprop vanished during a flight from the Congolese capital Yaounde to Yangadou in northwest Congo-Brazzaville, Bakary said.

"It left Yaounde international airport on Saturday June 19 at 9:13 am with an estimated arrival time of 10:20 am (0920 GMT)... The last contact took place at 9:51 am," he said.

"The aircraft had on board 11 people, including nine passengers and two crew members, comprising six Australians, two French, an American and two Britons."

Bakary said the aircraft was operated by a Congo-Brazzaville company, Aero-Service, and chartered by Cam Iron, the Cameroon subsidiary of Sundance Resources.

"The journey came after the holding of an ordinary session of the board of directors of Cam Iron which took place in Yaounde on June 17," he added.

Cameroonian President Paul Biya has set up a crisis panel that is to coordinate the search.

Cameroon has assigned a C-130 Hercules and smaller Piper and Dornier aircraft to search for the plane, and asked local officials, communities and logging firms along its flight path for any clues that might help, he said.

A plane took off for Yangadou from Brazzaville and a helicopter from Libreville, Gabon also joined the search. An airport official in Yaounde said that nothing unusual had been reported during the missing plane's take-off.

Australian Foreign Minister Stephen Smith earlier said the government was "seriously concerned" for those on the flight, confirming that six Australians were among them.

Sundance Resources said in a statement that most of those on board the flight were from the firm and "were visiting the company's iron ore project in Cameroon and Congo."

Australian Associated Press (AAP) quoted Sundance naming those on board as chairman Geoff Wedlock, managing director and chief executive officer Don Lewis, company secretary John Carr-Gregg, and non-executive directors Ken Talbot, John Jones and Craig Oliver.

Queensland mining magnate Talbot founded Macarthur Coal before stepping aside after being accused of making corrupt payments to a then state minister.

AAP reported that Talbot's investment company later on Sunday named a seventh person known to have been on board as Talbot Group executive Natasha Flason Brian, who is from France but lives in Australia.

STATEMENT BY SECRETARY GENERAL, AFRICAN AIRLINES ASSOCIATION (AFRAA)

Source: [AFRAA](#)

21/06/2010

On 24 November, 2009, following a keenly contested election held in Maputo, Mozambique, I was officially confirmed as the new Secretary General of the African Airlines Association (AFRAA) based in Nairobi, Kenya.

Since 18 February, 2010, it has been an honour and a privilege for me to serve as Secretary General of AFRAA, an intense period spent single-mindedly addressing the many challenges facing African airlines today.

After careful deliberation, I have now come to the conclusion that I can better serve the African Aviation industry and African airlines in my previous capacity as founder and Chief Executive Officer of African Aviation Services (AAS) rather than as Secretary General of AFRAA.

Consequently, I have tendered my resignation as AFRAA Secretary General in accordance with the terms of my contract to Mr Girma Wake, President of AFRAA.

I would like to thank the Chief Executives, management and staff of all members of AFRAA for entrusting me with the responsibility of leading the Association and for the valuable experience and insight I have gained.

I would also like to express my gratitude to Mr Giovanni Bisignani, Director General and Chief Executive Officer of the International Air Transport Association (IATA) for his valued support during my tenure as AFRAA Secretary General.

I am very pleased to have initiated steps to resuscitate the fortunes of AFRAA, through the '3 Rs' strategy involving improving the Association's Relevance to its members, enhancing its international Reputation and boosting its Revenues.

I look forward to supporting my successor as Secretary General, as well as the AFRAA Secretariat and all AFRAA members.

I also look forward to continuing the longstanding close relationship between AFRAA, African Aviation Services (AAS) and African Aviation Magazine in promoting aviation development in Africa, a goal which unites all of us.

Nick Fadugba

Kenya Airways' (+1%) shares increased after the carrier took delivery of two new E170LR aircraft, leased from **Finnair**, increasing the carrier's **Embraer fleet** to five, as part **Kenya Airways'** fleet expansion and modernisation strategy.

European Bank gives Kenya Sh480 million for infrastructure

Published on 22/06/2010

By JOHN OYUKE

European Investment Bank (EIB) has given Kenya a Sh480 million (\$6m) to support rehabilitation of Jomo Kenyatta International Airport (JKIA).

The funds to be channelled through European Union Africa Infrastructure Trust Fund would be used to minimise disruptions during upgrading of the airport.

Kenya Airports Authority (KAA) Managing Director, Stephen Gichuki said the technical assistance would ensure disruptions at JKIA are minimised.

He also disclosed EIB and French Development Agency (AFD) have agreed to co-finance the JKIA upgrading project at a cost of Sh15.5 billion (\$186 million).

"Negotiations are proceeding amicably and it is expected to be signed before mid next month," Gichuki said. Gichuki was speaking during the signing of the Sh480 million European Investment Bank support programme for the rehabilitation of Jomo Kenyatta International Airport in Nairobi, Monday.

The EIB and French Development Agency agreed to co-finance upgrading of the airport through provision of \$93 million each last year.

Speaking during the agreement signing ceremony, EIB Vice President Plutarchos Sakellaris said the bank is financing the ongoing upgrading of JKIA as part of its wider strategy of investing in key infrastructure across Africa.

"This will provide an efficient transport link that acts as a key building block for strong economic growth in Kenya," said Sakellaris who is on a three-day visit to the country.

He noted that successful completion of the project and ensuring minimal inconvenience for passengers would benefit the region's key transport hub.

Egyptair announces it is positive about its business growth and Africa's aviation sector

Egypt: Wednesday, June 16 - 2010 at 13:57

PRESS RELEASE

Egyptair has announced it is positive about its future business activities due to the revival of aviation on a global level and the prime position that Africa is in to lead this growth.

Egyptair, international airline and Egypt's national carrier, has also confirmed its status as AVEX International Airshow's platinum sponsor and official carrier. AVEX, the Africa and Middle East aviation platform, is taking place at Sharm El-Sheikh International Airport from November 7th -10th 2010.

Egyptair currently flies to 72 destinations across Asia, Africa, Europe and North America. The carrier is expanding rapidly and recently took possession of two out of six new Boeing 777-300ER planes as part of its 2013 fleet-expansion plan.

The new 777s offer business-class travellers flat bed seats, a state-of-the-art entertainment system available on 15-inch screens and dedicated power outlets to recharge their personal devices. The carrier revealed that it has contracted eight new B737-800 aircraft to supplement its existing fleet of 12 aircraft, bringing the total fleet size of B737-800 aircraft to 20. It also has plans to purchase Airbus A330-300s in the near future.



[Angola](#): Two New Air Companies to Join Market

28 June 2010

Luanda — Two new Angolan air companies forwarded to the National Civil Aviation Institute (INAVIC) their applications to operate in the Angola market, Angop learned Monday in Luanda. The information was released to Angop by the director of INAVIC Operational Security Department, Francisco Chocolate.

According to the captain, the companies are Flay 540 and Executivos Aéreos de Angola (SEAA), based in northern Cabinda and southern Huila provinces, respectively. He said the applications of the companies are currently going through an evaluation, while their aircrafts and personnel are being inspected for licensing.

The source said as well that as soon as the files are duly cleared, the companies will start operation. Currently, there are 15 air companies licensed by INAVIC to operate in the Angolan airspace. The list includes the State-owned Angola Airlines (TAAG) and Sonair, and privately-run Air-26, Diexim Expresso, Alada, Gira-Globo, Guicango, Chicoil, Angola Airservice, Aero Jet, Air Gemini, Limalongo, Eliangui, Mavewa and Rui Conceição.

[Daily Independent](#) (Lagos)

[Nigeria](#): Ethiopian Aviation Expert to Head African Airlines Body

30 June 2010

Lagos — African Airlines Association (AFRAA) top decision-making body has appointed Ethiopian lawyer, Tewodros Tamrat, as acting secretary-general, the airlines' body said in Addis Ababa on Wednesday.

The new Secretary-General would run the affairs of the continental air transport organisation until a substantive secretary-general is elected by the General Assembly, which comprises chief executive officers of nearly 40 African airlines. "Tewodros Tamrat will discharge the responsibilities of secretary-general and act on all matters as may be required in the best interest of AFRAA," an AFRAA statement said.

He will steer the affairs of AFRAA in an acting capacity pending the conclusion of the recruitment and appointment of a substantive secretary general. Tewodros is an experienced aviation law expert and industry analyst with combined aviation experience spanning over 25 years. He is currently the Director, Government, Corporate and Industry Affairs of AFRAA, a position he has occupied since 2001. As director, his responsibilities include studying and advising the association and its members on all aero-political and regulatory matters and follow-up developments taking place within and outside the continent, which may have an impact on the African airline industry. He also serves as the Secretary to the Legal Committee of AFRAA, in which capacity he represents the association at various international and regional air transport committees.

The position includes engagements with the Yamoussoukro Decision Monitoring Body, which functions under the auspices of the African Union (AU). The Yamoussoukro treaty hopes to create a single airspace in Africa, removing the national restrictions imposed by various African governments. The aim of the treaty is to allow the full opening of the African skies to AFRAA's member airlines.

Currently, African airlines blame the high cost of airfare on restrictions imposed by the various national aviation authorities, which include higher landing fees, parking fees for airlines and user-fee charges levied on them for using the various aviation facilities.

Tewdros, who replaces Nigeria's Nick Fadugba, who resigned nearly two weeks ago, also sits on the Panel of Aviation Legal Experts of the AU and the African Civil Aviation Commission (AFCAC).