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WHAT IS AFRICA'S ROLE IN THE 16TH ANNUAL WORLD

INTRODUCTION

by Editor Jerry W, Bird

Rick Antonson (left), Larry Berg, Michael Woodward, Michael Howarth

Rick Antonson, CEO of Tourism Vancouver has good reason to be proud. His city is not only hosting the 2010 Winter Olympics, it boasts a new world class Convention Center, which will be the site of the 16th World Route Development Forum. Known simply as "Routes," the event in September 2010 will bring 2,000 decision-makers to the city; key persons responsible for determining which airlines fly where in the world. The announcement was made at the 2007 Routes Conference in Stockholm, Sweden, at a signing ceremony attended by local travel and aviation representatives and international industry experts.

The Africa Connection

OK you ask- where does Africa fit in the picture? Give me several hours or more please! To begin with, Rick Antonson has close ties to Africa, similar to mine, with a love for the Continent and its people. Along with my friend Mr. Africa, Ogo Sow, who broadcasts from Atlanta, I had the pleasure of interviewing Rick regarding his recent book, "To Timbuktu for a Haircut." I later arranged a similar interview with Sandy Dhuyvetter of TravelTalk Radio in San Francisco. I had



a natural fit for the 2010 Routes conference, which is expected to have a direct economic impact of \$1.9-million on the local economy.

Perfect Timing

the honor of writing a cover piece for the book and will providing excerpts in our coming editions. For more, visit www/africa-ata.org/books.htm

First in North America

Routes, which has never before been held in North America, is the key forum for international route planners from airlines and airports to meet during scheduled one-on-one meetings to strike air access deals. The Airport Authority and Tourism Vancouver's joint proposal, which was endorsed by BC Premier Gordon Campbell, was selected through a competitive bid process. Both the Airport Authority's Larry Berg and Tourism Vancouver's Rick Antonson were on hand to celebrate the win. Our growing status as a global trade and travel destination and our role as host of the 2010 Winter Olympics make Vancouver

YVR will be the local host for the convention, and the timing couldn't be better. With the conference taking place following the 2010 Winter Olympics, delegates will enjoy the cultural legacies of the Games, while experiencing YVR's new International Terminal facilities and the Canada Line rapid transit link to downtown. For the Airport Authority's aviation marketing group, Routes 2010 will also provide a great forum for promoting new passenger and cargo routes to YVR - another opportunity to put our province and our airport on the global map.

YVR. Vancouver International Airport

Canada's second busiest airport, YVR welcomed 17.5 million passengers, was the gateway for 226,234 tonnes of cargo, and had 274,410 runway takeoffs and landings in 2007. Common-use self-service check-in kiosks allow passengers to access multiple airlines from one machine, check in faster, and avoid line-ups. The kiosks are free, easy to use, and



AIRLINES "ROUTES" CONVENTION IN VANCOUVER



can be used by all guests. It takes approximately 60 seconds to check in at a kiosk, making them a quick and convenient alternative to traditional check-in processes. YVR's common-use self-service check-in kiosks are located throughout the terminals, in the parkade, at the Fairmont Vancouver Airport Hotel, and at off-airport locations such as the Delta Vancouver Airport Hotel in Richmond, the Delta Vancouver Suites Hotel in downtown Vancouver, and at the Vancouver Tourist Info Centre, next door to the Fairmont Waterfront Hotel in downtown Vancouver.

They are also located in Whistler at the following off-airport locations: Hilton Whistler, Delta Whistler, Tourism Whistler, Westin Whistler, Four Seasons Whistler and Chateau Whistler.

Passengers checking in with the kiosk system will receive a boarding pass to take with them to their gate at YVR, either directly or after dropping off their baggage with the airline.

Premium Check-In

YVR's FasTrack Premium check-in lounge is located just within the main doors of the international terminal. The

lounge provides business class and first class passengers flying with British Airways, Cathay Pacific, China Airlines, Mexicana or Singapore Airlines a dedicated and comfortable full-service check-in area. Passengers using YVR's FasTrack Premium check-in service are entitled to an expedited, hassle-free premium check-in experience.

Website:<http://www.yvr.ca/index.asp>

Why Vancouver?

Vancouver is a coastal city and major seaport located in the Lower Mainland of southwestern British Columbia, Canada. It is the largest city in British Columbia and the second largest in the Pacific Northwest region. It is bounded by the Strait of Georgia, Burrard Inlet, the Fraser River, the city of Burnaby, and the University Endowment Lands. Vancouver is named after Captain George Vancouver, a British explorer. The name Vancouver itself originates

from the Dutch "van Coevorden", denoting somebody from (in Dutch: "van")



Coevorden, an old city in The Netherlands.[1]

The population of the city of Vancouver is 578,041[2] and the population of Metro Vancouver is 2,116,581 (2007 estimate).[3]

Vancouver is also part of the slightly larger Lower Mainland metropolitan area which comprises a total population of 2,285,900[3], making it the largest metropolitan area in Western Canada and the third largest in the country.[4] Vancouver is ethnically diverse, with 52% of city residents[5][6] and 43% of Metro residents[7] having a first language other than English.

Vancouver was first settled in the 1860s as a result of immigration caused by the Fraser Canyon Gold Rush, particularly from the United States, although many immigrants did not remain after the rush.

The city developed rapidly from a small lumber mill town into a metropolitan centre following the arrival of the transcontinental railway in 1887. The Port of Vancouver became internationally significant after the completion of the Panama Canal, which reduced freight rates in the 1920s and made it viable to ship export-bound prairie grain west through Vancouver.[8] It has since become the busiest seaport in Canada, and exports more cargo than any other port in North America.[9]

The economy of Vancouver has traditionally relied on British Columbia's resource sectors: forestry, mining, fishing and agriculture.

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FLYING THE WORLD'S AIR HIGHWAYS TO AND FROM

The following items are courtesy of Prof. Dr. Wolfgang Thome who resides in Kampla Uganda and writes about activities in East Africa and the Indian Ocean area. A monumental assignment, which he performs with the style and dedication of a true professional. Africa Travel Magazine is pleased to receive his weekly reports, which adds greatly to the fabric of our publications.

UGANDA AND US SIGN OPEN SKIES AGREEMENT

A new bilateral air services agreement was signed last week, which – upon meeting other conditionalities – will permit the start of direct flights between Entebbe and any airport in the United States. One of the remaining prerequisites is the need to attain FAA Category One status, often in the past

within reach and ever overtaken by new demands when ICAO's regulatory regime was amended, likely as a result of the post 9/11 fallout for aviation safety and security. Only a handful of countries in Africa have the highly valued status, including South Africa, Ethiopia and Egypt, where the respective national airlines all fly to the US and in turn permit US carriers to fly to their main airport. Kenya was said to be close last year to be granted the Cat 1 status but the planned flights by Delta Airlines were unceremoniously halted by US authorities on the eve of the inaugural flight, citing unspecified and obscure 'security concerns' and setting back the new route by at least a year.



BRUSSELS AIRLINES SEEKS 5TH A330 TO ADD TO FLEET

It was learned earlier in the week that Brussels Airlines was in the process of procuring a 5th A330-200 aircraft to add

to their fleet ahead of a planned network and frequency expansion to the African continent, as the world is coming out of the long global recession, which has impacted on the performance of many airlines.

In Eastern Africa SN serves Entebbe, Bujumbura, Kigali and Nairobi but has no 5th freedom rights for their 'triangular' flights which always include a waypoint, while in West Africa the respective governments were happy to extend this



AFRICA WITH MORE DESTINATIONS AND ROUTES

privilege to the carrier to enhance connectivity between major cities. This column's SN contact would however not be drawn into discussions whether SN has actively sought 5th freedom rights for flights say between Kigali and Entebbe or between Kigali, Bujumbura and Entebbe to Nairobi or vice versa, depending on how the flights operate. SN's partnership with Lufthansa and their code shared operations to both West and East Africa has also enhanced their traffic base and may be a major factor to add another long haul aircraft to their fleet.

The 'German Week' starting this weekend, and organized by the Goethe Zentrum in Kampala, was co-sponsored by both



Brussels Airlines and Lufthansa, ensuring high visibility amongst a key consumer group.

BA OFFERS SPECIAL CHRISTMAS FARES

British Airways has now launched their Christmas sales with a fare to London – no details are available for other European destinations – of US Dollars 349 return. However, the often criticised taxes and other charges drive the actual price of the ticket to approximately US Dollars 875,

more than double than what the 'net' cost of the ticket is. Outbound travel can take place on December 23rd, 25th and 26th while the return journey has to be completed

by 31st January 2010. It could not be established if the recent introduction of yet another tax on air travel by the UK' labour government is responsible for the extraordinarily high element of taxes and other charges on the ticket, which if true may make the use of other carriers preferable, as they are not subject to the new fees at their home airports across Europe.

KAMPALA AERO CLUB KEEPS EXPANDING

The Kampala Aero Club and Flight Training Centre in Kajjansi is once again on the expansion trail, after completing their 'new' offices behind the leisure area and swimming pool. The 'old' offices, still partly used, have just been expanded towards the direction of the main gate and will provide

'lounge' space for passengers and their escorts before and after flights.

Cold drinks and hot beverages are available, including well chilled beers, and snacks are prepared by the kitchen at a moment's notice. The Aero Club has become a popular weekend destination for Kampaleans wanting to see light aircraft take off and land at the nearby strip, and the pool and bar have given this little outing added value as all the picnicking stuff can be bought at very reasonable prices on site, instead of lugging cooling boxes around. Garden chairs and tables are of course also available in the leisure area. Visit www.flyuganda.com for more information and details of available flying lessons or the cost of sightseeing flights over the nearby Lake Victoria or to other parts of the country. During a recent visit to the Kajjansi field it was also learned that the company's first helicopter will finally arrive in early December, ready for operations before the festive season for business and leisure charters.

BRUSSELS AIRLINES: LCC MODEL NOT FOR US ON AFRICAN NETWORK
Probably related to information earlier in the week, that Lufthansa, the parent company of Brussels Airlines, was considering a move towards the LCC model of other airlines on some routes, did a reliable source within SN point out that their long haul African network was to remain on a full service scale as demanded in the West and East African

market places for intercontinental air services. Lufthansa's other acquisition, SWISS, is also thought to remain a full service premium airline, while no information was received at this stage about the plans for LH's latest addition to their 'family', namely Austrian Airlines. Lufthansa may well consider select routes, where LCC competitors have made gains in terms of passenger numbers, to offer reduced service levels and add more seats on aircraft deployed on these sectors, while Brussels Airlines' European network already adopted a cost



saving model for the back of the cabin, but full fare passengers and those with flexible fares on the same aircraft enjoy greater service and comfort levels in the front sections of the aircraft. SN is by the way joining the Lufthansa led Star Alliance in early December as a full member and the event will be celebrated both in Brussels as well as in the various Brussels Airlines destinations across Africa. Watch this space.

LIGHT AIRCRAFT HAS HARD LANDING

A single engine plane reportedly

owned by the Uganda Wildlife Authority failed to take off on Tuesday afternoon from an apparently overgrown bush airstrip near Adjumani in Northern Uganda. The pilot, who was injured in the failed attempt to take off, was quoted saying that the overgrown grass and bushes reached up to the wings causing the plane to swerve and fail to reach take off speed. The incident is now being investigated by the Ugandan Civil Aviation Authority and the plane, which suffered damage to the undercarriage and the propeller, is likely to be transported back to Kampala by road for further assessment.

Why the pilot decided to try and take off in such conditions, without first clearing the obstacles, will undoubtedly become public during the enquiry now underway. It will at that stage also be determined why the flight used this dilapidated strip instead of the main Adjumani field, which while further away would have been the safe option to take.

The airstrip is owned by the Adjumani district but appeared ill maintained according to reports received, a pressing reminder that publicly owned airstrips must be regularly inspected, licensed and kept in operational order, or else be closed for traffic to avoid future, and likely worse incidents. The Civil Aviation Authority maintains a proper airfield in Adjumani, which includes a tarmacked airstrip, terminal building and radio communications with Air Traffic Control in Entebbe.

Notably, UWA Executive

Director Moses Mapesa appears to have been on board of the plane, having gone to Adjumani for a site meeting with a concessionaire intent to take over the management of the East Madi Wildlife Reserve under a public private partnership arrangement. In a related development the CAA advertised the very next day after the incident an open position for a senior aerodromes inspector (civil engineering) probably to strengthen the oversight, inspection and enforcement regime in line with existing air service regulations related to aerodromes.

CHRISTMAS 'GIFT FARE' FROM KENYA AIRWAYS TO UGANDANS

Travellers on a budget can now book a KQ flight from Entebbe, via Nairobi to London, leaving Uganda between December 23rd and 26th, and returning within a month, but only after 04th of January, for a mere 349

US Dollars, plus taxes, fees and other surcharges, which are however said to be substantial, leaving the question hanging in the air why not to honestly advertise the 'final' ticket cost and instead use an 'eyecatcher' prize. Nevertheless, this initiative is of importance when considering that BA, which has floated a similar offer two weeks ago, may be hit with a Christmas strike and strand passengers.

AIR UGANDA TO BEGIN MOMBASA FLIGHTS

It was confirmed earlier in the week, albeit through third parties and not the airline directly, that Air Uganda will at beginning of December commence direct flights to Mombasa, to be operated three times a week. It is speculated that this is aimed to capture a share of the festive season leisure traffic to the Kenyan coast from Uganda. However, there was no confirmation if the flights would remain on the schedule all year

round or only operate during the peak holiday season.

The airline presently flies from Entebbe to Juba, Nairobi, Dar es Salaam and Zanzibar and Mombasa will be its fifth destination. The airline only recently re-introduced their Zanzibar flights, and a second flight to Nairobi, after shelving them for a period of time over losses incurred on these routes while using aged aircraft both too large and too expensive to fly to make profits for them. The acquisition of CRJ aircraft however changed these equations and now permits Air Uganda to re-engage in competing with other carriers on these routes like Precision Air and Kenya Airways, a fact also acknowledged by the company's CEO in a statement related to the new destination.

KENYA AIRWAYS LEASES ANOTHER B767

As a result of the ongoing delay of the delivery of the airline's

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B787 order, KQ has now decided to lease another B767-300ER to keep abreast with network expansion plans in place. An older B767 had been returned to the lessor earlier in the year and the fresh 'arrival' is expected to help close the gap left since then in the overall fleet size.

The aircraft arrived late last week in Nairobi from a nonstop ferry flight originating in Miami and is configured with 20 seats in business class, offering a 55 inch pitch and 215 in economy class with a 32 inch seat pitch.

KQ's fleet now comprises 4 B777-200ER, 6 B767-300ER, 5 B737-800, 4 B737-700, 4 B737-300 and 3 Embraer 170LR, totalling to 26 aircraft overall. The Embraers operate in a single class, all economy version and are used on domestic and short regional routes.

The new aircraft will be used for the longer routes on the African continent, in particular where palletised cargo needs to be transported, but may also appear on flights to the Middle East or even Europe once in a while.

RWANDAIR SCHEDULE CHANGES

While the use of the Jetlink leased CRJ's remains suspended, until the cause of the sudden acceleration of the stricken plane on the apron is resolved through the ongoing air accident investigation, the airline presently operates a rump schedule using their Bombardier built Dash 8 aircraft. Passengers are presently being rebooked on to other airlines to reach their regional destinations like Nairobi

and Johannesburg. Entebbe however will be served twice a day by Rwandair from Kigali, Kilimanjaro three times a week, Bujumbura daily and Kamembe also daily.

Rwandair also confirmed that the delivery of their two recently purchased CRJ's from Germany's flag carrier Lufthansa will, as far as possible be accelerated to resume full operations again as expeditiously as possible. There is also unconfirmed information that Rwandair will early next year get an additional and slightly larger jet, likely to be a B737 to be used for further network and frequency expansion. It was also ascertained that the Jetlink leases will be retired once the airline takes possession of their own aircraft. For passengers booked on Rwandair flights or intent on booking Rwandair flights it is recommended that they either check with the airline directly or consult their travel agents as to departure and arrival times and options, should changes be necessary in the short term.

AIR SEYCHELLES SAYS CATEGORICALLY 'NO BAILOUT'

Information was received from Victoria, that the Air Seychelles management has denied that the airline was near broke in a move to reassure suppliers and their over 800 staff working in the Seychelles and across the network. It was however also said that the airline last year incurred a loss amounting to about 6.5 million US Dollars, the first such loss over the past 10 years. The airline also confirmed that in view

of the situation last year, when fuel prices skyrocketed, they renegotiated the aircraft leases saving some 4 million US Dollars for the 2008/9 financial year and across the entire lease period almost 16 million US Dollars, while at the same time operating 2 more aircraft compared to last year. A brand new De Havilland Twin Otter was also purchased at a cost of over 4 million US Dollars, while a second such purchase is planned to boost the cross archipelago's domestic network. It was for this purchase that government had to provide a loan guarantee, which needed sanctioning by parliament and was not a 'bailout' as earlier information suggested.

The airline, according to information availed, presently flies with an average load factor of around 67 percent, but flight occupancies have since a low last year began to improve again, largely as a result of joint marketing and sales activities with the Seychelles Tourist Board. A recent comprehensive accounts and operational audit report is presently being discussed and may result in far reaching decisions over ownership of the company but this process is still said to be ongoing.

KENYA AIRWAYS ADDS BANGUI AND KISANGANI

Last weekend saw the inaugural flight take place by Kenya Airways, linking Nairobi with Bangui / Central African Republic. The twice weekly flights on Tuesdays and Thursdays will after the stop in the CAR then move on to Douala / Cameroon

but have been granted fifth freedom rights and can carry passengers and cargo between the two cities, which will be helpful to add loadfactors and achieve extra revenue.

The airline also finally publicly confirmed the speculation raised in this column a few weeks ago, that they would commence flights to Eastern Congo's city of Kisangani, due to launch on the 22nd November. Previously the airline was coy to deny or confirm specific questions on this development, until they finally launched their sales drive, confirming the inevitable.

This latest addition to the African network keeps KQ in 'pole position' with the most destinations across the African continent, Ethiopian being a close second after they added Mombasa to their network a week earlier. This route development apparently has priority over adding more destinations in Europe, which airline executives say are well covered by their alliance partners KLM and Air France, while themselves concentrating on their three key routes to Amsterdam, London and Paris.

Other sources from within Kenya Airways confirmed that their intention is to link eventually every major African city to Nairobi, from where passengers can then travel with convenient connections to the Middle East (Dubai) but also the India and China, permitting traders to reach their final destinations with ease. Fares are said to be attractive and other terms and conditions, like added baggage allowances, will



make KQ arguably the airline of choice for travellers in Africa.

KQ STARTS JOINT FLIGHTS WITH MARTINAIR

An inaugural joint flight between Holland's Martinair, a subsidiary of KLM, and Kenya Airways took off earlier this week, connecting Mombasa with Amsterdam 'direct'. The flights operate twice a week, every Sunday and Wednesday from Mombasa and the aircraft used will be a B767. This follows hot on the heels of Ethiopian Airlines commencing scheduled flights from Addis Ababa to Mombasa, with Kenya Airways now reacting to the changed market conditions. It could not be ascertained however if the flight is code shared or if KQ is 'only' selling seats on this flight.

KENYA AIRWAYS BACK INTO PROFITS

Following the full financial year losses declared earlier this year, largely because of observing new reporting and accounting practices, the airline has for the first half of this financial year

kicked the global trend and returned to profit, before taxes. Last year's loss was reportedly caused by making provisions for fuel hedge contracts. This year's financial performance gives credence to the airline's strategy of concentrating on their African network, from where they 'collect' passengers travelling on Kenya Airways flights through Nairobi to their Middle and Far Eastern destinations, while at the

same time providing the most extensive African network via Nairobi of any airline on the continent. That said, strike action in August, which resulted in the airline having to pay an extra 20 percent for wages over the next two financial years, is expected to lower the gains made by cheaper fuel, and the over 600 million Kenya Shillings the strike cost the carrier immediately will also carve away some of the financial gains made in recent months. KQ's management is cautiously optimistic that they will return to annual profit at the end of this financial year, which concludes in March 2010.

However, the share price continued to linger below 25 Kenya Shillings per share, down from its peak of about 130 Kenya Shillings per share, as the financial markets remain wary over the potential for crude oil price increases, which could once again impact on the bottom line not just of KQ, but all other airlines in the region too. Watch this space for regular updates from the Eastern African aviation scene.

IS THERE STILL LIFE FOR AIR TANZANIA?

News emerged from Dar es Salaam earlier in the week that government continues to search for a strategic investor after all previous efforts to attract a Chinese airline to enter a partnership have so far born no fruits. This has resulted on a serious loss of market share, leaving the aviation field to Tanzania's premier private airline, Precision Air, and other smaller companies now flying on routes which previously were the domain of ATCL. Investors may also be weary over the potential fallout with labour unions, which could cripple a new set-up with early strike action, should their demands for terminal benefits not be met before hand. Reportedly the former Tanzanian flag carrier is now left with only two turboprop aircraft of Bombardier Q 300 make and has ceased operations on many of their previous routes to the disappointment of many of their faithful customers.

REGIONAL AIR PLANS TO OFFSET CARBON FOOTPRINT

The Arusha based Regional Air, a sister company of Air Kenya in Nairobi, will from November this year begin offsetting their carbon emissions through a contract with 'Carbon Tanzania', following earlier commitments made by the airline towards better environmental practices. This carbon trading organization has global affiliation and recognition and provides 'real' offsets, unlike some of the charlatan 'carbon traders' offering the proverbial

'hot air'.

The airline, now operating in Tanzania in its twelfth year, provides scheduled flights from Arusha to the main national park airfields in the northern circuit (Tarangire, Manyara, Ngorongoro and Serengeti) but also operates flights to Zanzibar, Dar es Salaam, Pangani and Saadani.

In a related development has the company also switched their 'messengers', when making deliveries of ticket or collecting orders from clients and travel agencies, from motor bikes to bicycles, which produce 'zero emissions' with their 'pedal power'. Congratulation on this remarkable effort!

MORE FLIGHTS FROM DAR TO MAPUTO IN THE OFFING

Sources in Dar es Salaam have confirmed that LAM, the national airline of Mozambique, will step up their frequencies between the two cities in response to growing demand for air travel. A third weekly flight will be introduced shortly. It was also mentioned by the same source that the airline was in the process to retire their ageing Boeing 737 aircraft and introduce state of the art Brazilian built Embraer models.

RWANDAIR EXPANDS ROUTE NETWORK

Effective early December will Rwanda's national airline add Goma in the Eastern Congo DR, and Dar es Salaam to their route network, making good of their promise to have wider choices for their faithful travellers before the

year end. The flights to Goma, priced at US Dollars 199 return, plus taxes, will commence on the 02nd and the flights to Dar, priced at US Dollars 399 return, plus taxes, on the 15th of December.

The airline presently flies to Johannesburg, Kilimanjaro / Arusha, Nairobi, Bujumbura and of course Entebbe, besides serving some domestic aerodromes.

Goma flights will be operated on Monday, Wednesday, Friday and Sunday while Dar es Salaam flights will operate on Tuesday and Sunday via Bujumbura, as will incidentally some of the daily Johannesburg flights. ----

BRUSSELS AIRLINES SET TO JOIN STAR ALLIANCE

December 09th was announced by the Kampala office of Brussels Airlines as the date, when SN will graduate from applicant status to full member status in the world's leading airline alliance 'STAR'. Initiated originally by Lufthansa and the US's United Airlines, it has since grown in leaps and bounds, offering code shared operations with partners from around the entire world, the use of lounges and a common frequent flier programme, amongst other benefits like seat selection, upgrades and priority for passengers with 'standing' when it comes to select passengers on standby for a full flight.

SN has already converted their own 'Privilege' programme and integrated into 'Miles and More' earlier in the year, benefitting their faithful passengers with a greater range of 'goodies'.

Meanwhile it was also learned that the code shared flights

between SN and LH to Eastern and Western Africa have yielded positive results already, showing that the full acquisition of SN by LH may well be on course.

In a related development Brussels Airlines also confirmed that Continental Airlines of the US has now joined Star Alliance as the 25th member airline.

SN already has an existing and mutually beneficial partnership with Continental and this is now set to intensify even further with likely more joined connections and codeshares from Brussels to destinations in the US beyond the main gateways.

FLIGHTS

As mentioned a few weeks ago in this column, when ET was in the final stage of planning their scheduled flights from Addis Ababa to Mombasa, linking the Kenyan Indian Ocean port city with Ethiopia's global network, this has over the last weekend materialised. The inaugural flight took place last Sunday and received the usual fanfare greetings, with traditional dancers reportedly greeting the passengers, crew and official airline delegation from Addis. Mombasa has for long only seen Kenya Airways and other domestic airlines operate scheduled flights from Nairobi while inclusive tour charters from predominantly European gateways brought the bulk of the holiday makers to the Kenyan resorts and hotels along the white Indian Ocean beaches. The entry of Ethiopian will now hopefully also turn the attention

of other scheduled airlines to the opportunities which direct or nonstop flights to Mombasa may bring to them and serve as a trigger for more such developments. Mombasa would certainly deserve it and Kenya tourism would undoubtedly get a boost out of it.

TANZANIA AIRPORTS TO GET LATEST TECHNOLOGY

It was learned early this week that the Tanzania Airports Authority is now commencing work towards a technological upgrade of their three main airports in Dar es Salaam, Arusha and Mwanza and that SITA, the global airline communications and technology platform, will be closely involved in the various work stages. Over 20 million US Dollars have been earmarked to implement the projects which are aimed to improve passenger handling, baggage movement and the flow of information through SITA's data bases and information systems, including the installation of 'common use terminal equipment' allowing all airlines to use check in desks which can then link into their own data terminals. Terminal 2 of the Dar es Salaam 'Julius Nyerere International Airport' is also due for further infrastructural improvements and will get new baggage handling equipment, although the planned expansion of the terminal seem presently under some doubt due to funding issues remaining unresolved.

ARUSHA AVIATION

MEETING FAILS TO ADDRESS NON TARIFF BARRIERS

A recent one day aviation meeting conducted by the East African Community in Arusha focused on a five year development plan and strategy, while stakeholders from the region, suffering from non tariff barriers still in place and hindering the regional aviation development, were left pondering. While commitments were made to achieve FAA's Category One status in regard to international air safety standards, which participants from the regulatory bodies cited as a key to attract more investment in the sector, the aviators would have had them focus rather on what is obstructing air traffic between the member states and to remove those hindrances as soon as possible, rather than looking into the future and forgetting the present. CASSOA, the EAC agency for aviation safety and security, would reportedly not be drawn into such aspects however, referring the issues to the national regulatory bodies for harmonisation and resolution.

RWANDAIR INTRODUCES FREQUENT FLIER BENEFITS

The Rwandan national airline has now moved a step further to ensure customer loyalty by launching a benefit programme for the regular passengers, offering a free ticket after every 5 round trips into the region or 10 round trips on their domestic routes. Evidence of any tickets purchased since January 2009 will also be included in the count. This comes

only weeks after substantially reducing fares to their regional destinations like Entebbe, Nairobi and Kilimanjaro.

AIR SEYCHELLES RESUMES MOSCOW FLIGHTS

The Seychelles national airline is set to return to Moscow next week, after a low season suspension of flights due to low demand. However, recent promotional activities, combined with Russian naval visits, have raised interest levels once again, leading to the restoration of air services.

According to tourist board sources, Russian visitors have overtaken the South Africans, now being the fifth largest market for the archipelago while other Eastern European countries too have shown marked increases in the arrival statistics.

The positive changes are attributed to a more focused marketing and sales strategy by the revamped tourist board, which was partly privatised early this year, a move which seemingly paid off as the country enjoys growing market shares and intense interest from not just their old but also new and emerging markets.

SUDAN'S AZZA AIR TEMPORARILY BANNED FROM UAE FLIGHTS

Following the crash of a Boeing 707-320C, owned by Azza Air but leased to and operated by Sudan Airways, the UAE aviation authorities have slapped

a temporary ban on the airline banning it from flights in and out of the UAE, until clarity has been reached over the cause of the accident.

Added information received since then ruled out overloading but points at a piece of the wing, likely to be a flap – crucial to provide lift to aircraft taking off and landing – had detached when reaching rotation speed, then causing the aircraft to veer sharply before crashing. Flight data recorders are already being examined by experts under the leadership of the GCAA based in Abu Dhabi.

Other flights by AZZA on Sudan's domestic routes are said to be operating normal, although travel agents in Juba, this column was in touch with, spoke of some apprehension by passengers to be booked on the airline.

UGANDA AIR CARGO INTRODUCES Y-12'S

As reported in a related column item recently, the Uganda Air Cargo Corporation has taken delivery of two Harbin Y-12 Chinese built passenger planes, each with a seating capacity of 19 passengers. Up to that limit no cabin crew is mandatory in flight under Ugandan and international air service regulations, making operations more economical on short sectors, although UACC may put a cabin attendant on board of their flights. According to usually well informed sources the airline intends to venture into the passenger business but will initially offer the planes for charters to domestic and regional destinations, while later

on trying to secure an expanded air services license (ASL) for scheduled operations. No reliable information could be obtained however on planned destinations in the region. No information was available either on the location of the maintenance facility looking after these aircraft, but these details must be revealed upon application for a 'new' air services license in a public hearing, conducted by the UCAA's board of directors' licensing committee. Watch this space.

AIRPORT HANDLING UNDER FRESH STRIKE THREAT

Entebbe Handling Services, in short ENHAS, has been subjected to a fresh strike threat by the unions to enforce their demand for better pay. A few days ago workers downed their tools in a sudden wild cat strike, trying to use the threat of lack of handling of inbound and outgoing aircraft as a pressure point towards management, but this was swiftly overcome and ultimately without success. The company's management offered a flat rate increase of Uganda Shillings 70.000 for the lower pay grades, but this was rejected by the union as not enough. The figure translates into about 37 US Dollars per month at current exchange rates. The Amalgamated Transport and General Workers Union and their shop stewards demand however a 50 percent pay rise, considered unlikely to succeed given the economic situation in the country at large and the level of profitability of airport handling in particular. Entebbe has two handling



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African Airlines Association

Air Transport in Africa

African Airlines Association

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Kenya,
Tel: 254-20-2320144 /2320148
Fax: 254-20-601173,
Email: afraa@afraa.org

Aero Contractors of Nigeria Ltd

Murtala Mohammed Int'l Airport
PMB 21090
Ikeja, Lagos, Nigeria
Tel +234 (1) 497 5346/ 774 9726
Fax: +234 (1) 497 1973
Web: <http://www.acn.aero/>
2007

Afriqiyah Airways

1st Floor, Waha Building
Omar Al Mokhtar Street,
Tripoli, Libya
P O Box 83428
Tripoli, Libya
Tel. +21821 444 4409/9743/9734
Fax +218-21 444 9128/468 61
Web: <http://www.flyafriqiyah.com/>
2002

Air Algérie

1 Place Maurice Audin
Alger, Algérie
Tel. +213 21 63 70 70
Fax +213 21 74 44 25
Web: <http://www.airalgerie.dz/>
1968

Air Botswana

P. O. Box 92
Gaborone , Botswana
Tel. +267 395 28 12/395 16 47
Fax +267 397 54 08
Web : <http://www.airbotswana.co.bw/>
1991

Air Burkina

Air Burkina SA
29, Avenue de la Nation
BP 1459
Ouagadougou , Burkina Faso
Tel. +226-50317165/342060/
Fax +226- 50317174/50342067/50313
165
Web: <http://www.air-burkina.com/>
2002

Air Burundi

B. P. 2460
Bujumbura , Burundi
Tel. +257 22 46 09
Fax +257 22 3452
1981

Air Ivoire

Place de la République
01 BP 7782 Abidjan 01
Côte d'Ivoire
Tel. +225-20 25 15 61
Fax +225-20 32 04 90
Web : <http://www.airivoire.com/>
2002

Air Madagascar

31 Avenue de l'Indépendance
BP 437 Antananarivo101
Madagascar
Tel. +261-20 22 222 22
Fax +261-20 22 337 60
Web : <http://www.airmadagascar.com/>
1975

Air Malawi

4 Robins Road
P.O. Box 84
Blantyre , Malawi
Tel. +265 1620 811
Fax +265 1621 396
Web : <http://www.airmalawi.com/>
1968

Air Mauritius

5, President John Kennedy Avenue
P.O. Box 441
Port Louis, Mauritius
Tel. +230 207.79 02/7207 9 03
Fax +230 208.83.31/202 33 05
Web : <http://www.airmauritius.com/>
1985

Air Namibia

TransNamib Building
Bahnhof Street
P. O. Box 731
Windhoek , Namibia
Tel: +264-61 299.60.02/64 44
F ax: +264-61 299.60.03/61 68
Web: <http://www.airnamibia.com.na/>
2000

Air Senegal International

Aéroport Léopold Sédar Senghor
B.P. 29.127
Dakar , Sénégal
Tel. +221 865.23.01
Fax +221 820.39.30/820 46 34
Web: <http://www.airsenegalinternational.sn/>
2002

Air Seychelles

P.O. Box 386
Mahe, Seychelles
Tel. +248 381.002
Fax +248 22 43 05
Web: <http://www.airseychelles.net/>
1993

Air Tanzania

P. O. Box 543
Tancot House City Drive
Dar Es Salaam, Tanzania
Tel. +255-22 211 33 30
Fax +255-22 211 31 14/212 48 06
Web: <http://www.airtanzania.com/>
1977

Air Zimbabwe

P. O. Box AP 1
Harare
Zimbabwe
Tel. +263-4 575111/575067/58202400
Fax +263-4 /575468/575323/57 5499
Web: <http://www.airzim.co.zw/>
1981

Antrak Air

Airline House
Kotoka International Airport
Tel: 233 21 769458 - 9, 776171
Fax: 233 21 764723
Web: <http://www.antrakair.com>
2005

Bellview Airlines

Bellview Plaza ,
66B Opebi Road
Ikeja, P.O. Box 6571
Lagos , Nigeria
Tel. +234-1 497.0061
Fax +234-1 497.4750
1997

Cameroon Airlines

B.P. 4092
3 Avenue du General de Gaulle
Douala
Cameroon
Tel. +237 342.25.25/343 35 42

Fax +237 342.24.87
Web : <http://www.cameroon-airlines.com/>
1973

Compagnie Aérienne du Mali

Para Djicoroni, ex Villa Motel Nr. 26
Bamako, Mali
Tél. +(223) 222 24 24 / 222 26 26
Fax : +(223) 222 71 11
Web : <http://www.camaero.com/>
2008

EgyptAir

EgyptAir Administrative Complex
Cairo Airport Road
Cairo , Egypt
Tel. +20-2 245 50 99/44 00
Fax +20-2 245 38 61/93 16
Web : <http://www.egyptair.com.eg/>
1968

Eritrean Airlines

Avenue, P.O.Box 222,
Asmara, Eritrea
Tel +291 1-18 48 20/12 68 81
+291-1-125500/01
Fax +291 1-12 44 06
2003

Ethiopian Airlines

P. O. Box 1755
Addis Ababa , Ethiopia
Tel. +251-11 661.09.36/661.22.22
Fax +251-11 661.14.74
Web: <http://www.flyethiopian.com/>
1968

Ghana International Airlines

Silver Star Tower , Airport City
PMB 78, Kotoka Int'nl Airport
Accra , Ghana
Tel +233-21 213 555
Fax +233-21 767 744
Web: <http://www.ghanainternationalairlines.com/>
2005

Interair S.A.

Private Bag 8
PO Johannesburg International Airport
Kempton Park
Gauteng
1627
Republic of South Africa
Tel. +27-11 622.7281
Fax +27-11 622.6239
Web: <http://www.interair.co.za/>
2001

Kenya Airways

P. O. Box 19002
Nairobi, Kenya
Tel. +254-2 82.30.00 /32 82 20 70
Fax +254-2 82.37.57
Web : <http://www.kenya-airways.com/>
1977

LAM-Linhas Aereas de Moçambique(LAM)

P. O. Box 2060
Mavalane Airport
Maputo, Mozambique
Tel. +258-21 46.51.43
Fax +258-21 46.51.34
Web : <http://www.lam.co.mz/>
1976

Libyan Arab Airlines

P. O. Box 2555
Haiti Street
Tripoli, Libya
Tel. +218-21 3614102/36148124824
Fax +218-21 361 21 87/361 42 83
Web: <http://www.ln.aero/>
1968

Nasair

Asmara, Eritrea
Tel: +2911-200700
+2911-151947
Fax: +2911-151948
SITA: ASMKKUE
Web: <http://www.nasairgroup.com>
2007

Precision Air Services Ltd

P.O. Box 70770
Dar es Salaam
Tanzania
Tel: +255 22 2860701-10
Fax: +255 22 2860725
Web: <http://www.precisionairtz.com>
2006

Royal Air Maroc

Aéroport CASA-ANFA
Casablanca, Maroc
Tel. +212-22 91.22.00/01/02/912020
Fax +212-22 91.20.21
Web: <http://www.royalairmaroc.com/>
1977

South African Airways

Private Bag X13
Airways Park
Johannesburg International Airport 2000
Republic of South Africa
Tel. +27-11 978.1908
Fax +27-11 978.1907
Web: <http://www.flysaa.com/>
1994

South African Express Airways

Mezzanine Floor, Terminal J
Johannesburg Int. Airport
Republic of South Africa
Tel. 2711- 978 5557
Fax: 2711- 978 9456
Web : <http://www.saexpress.co.za/>
2003

Sudan Airways

Head Quarters Complex
Riadh-Block No. 15, Obeid Khatim
Street
P.O.Box 253
Khartoum - Sudan
Tel: +249-11-243738
Telex : 24212 SATCO SD
Fax : +249-11-243717
Web: <http://www.sudanair.com>
1968

TAAG-Linhas Aereas de Angola

123, Rua da Missao
Luanda, Angola
Tel. +244-2 33.24.85
Fax +244-2 39.07.39
Web: <http://www.taag.com.br/>
1978
Toumai Air Tchad
B.P. 1112 Ndjamena
Tchad
2007

Tunis Air

Boulevard 7 Novembre
2035 Tunis Carthage , Tunisia
Tel : 216 70-83 70 00
Fax : 216 70-83 61 00
Web : <http://www.tunisair.com.tn/>
1968

Virgin Nigeria

Ark towers,3rd Floor
Plot 17, Ligali Ayorinde Street
P.O. Box 73601
Victoria Island, Lagos
Tel: +234-1 271-1174 Ext 6174
Fax: +234-1 270-4335
Web: <http://www.virginnigeria.com/>
2007

companies licensed right now, the other one being DAS Handling, which amongst others looks after Kenya Airways while ENHAS handles Air Uganda and most of the 'big' airlines coming from overseas.

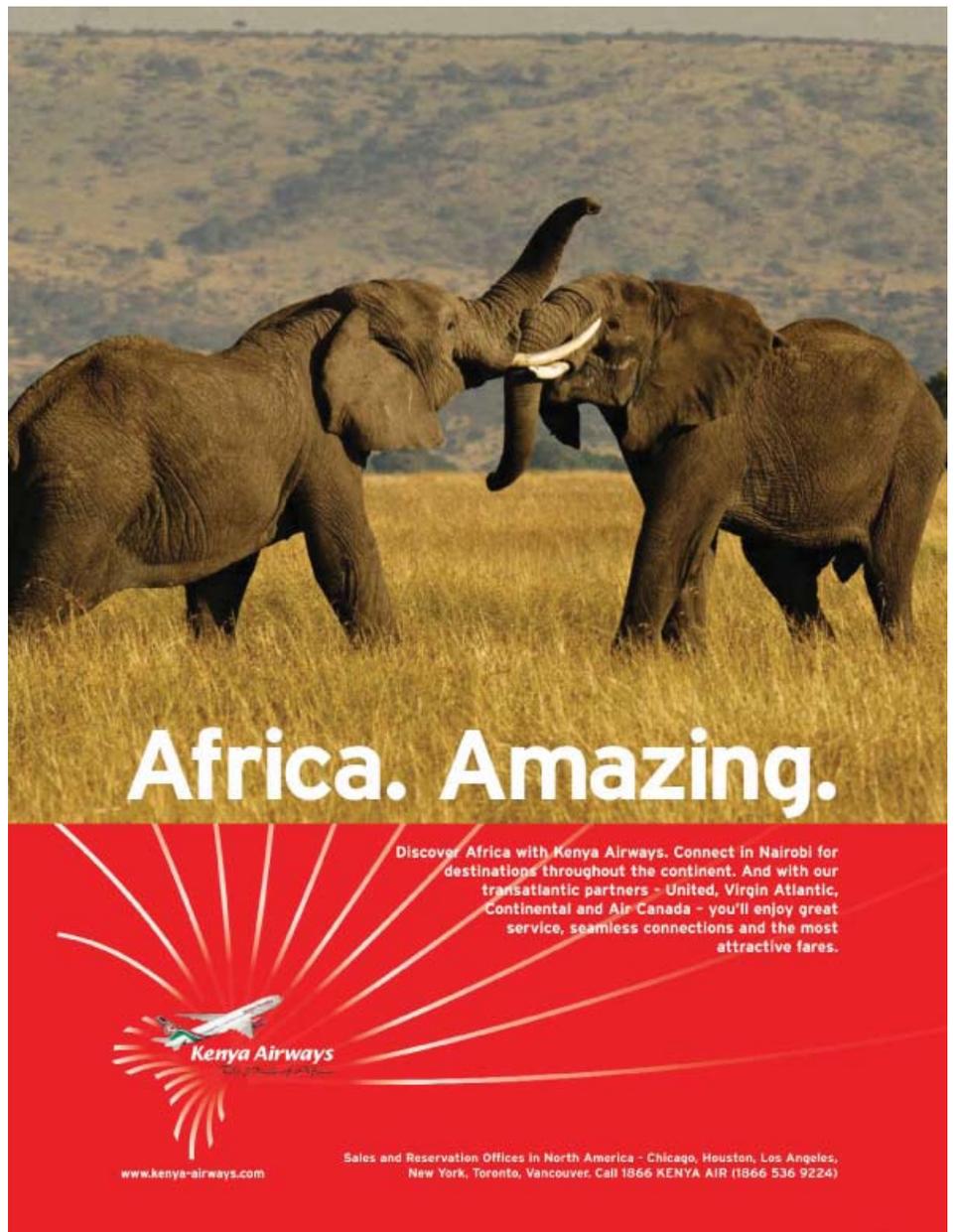
It cannot be ruled out that government may intervene if indeed a strike would threaten to ground operations in Entebbe as the country, being land locked, depends on air transport for passengers and cargo movements.

BOEING 787 WOES WORSEN

While Kenya Airways is now actively considering what model of aircraft they will choose to substitute their well near failed order of the B787, Boeing had to digest yet more bad news when Air Astana reportedly cancelled their firm order of 3 and options for another three also now seeking a viable and available alternative. Recent comments attributed to a senior Boeing executive, trying to reassure jittery customers that the first flight would still take place this year, was met with not just ordinary scepticism but acid comments from a range of sources claiming to have been 'fooled' by Boeing's announcements before, as they were all later on found to be wanting. In fact, some sources regularly monitoring the 787's development have in the past suggested that Boeing executives were well aware of the true extent of the delays and still made 'soothing' comments meant for public consumption as a smoke screen to conceal the true extent of their various problems in the production processes.

KENYA AIRWAYS LADY CAPTAIN HONOURED
Captain Irene Mutungi will this weekend receive the 'Africa Legend of Travel' Award as part of the Africa Travel Awards ceremony held in Lagos, Nigeria. Having made her way through the ranks of piloting she made it to the 'summit' when she got her four stripes handed by Kenya Airways, after a successful previous flying career with the airline as a co-pilot. It is understood from sources within KQ that Capt. Irene was not just their (KQ's) first lady captain

but also the first African lady captain appointed by a major continental airline. In total Kenya Airways employs four lady captains and over 20 lady co-pilots, underscoring the 'Pride of Africa's' ambition to become a full equal opportunity employer. This deliberate policy has not just benefited the airline by tapping into the hitherto neglected pool of female piloting aspirants, permitting them to fill vacancies with Kenyan nationals, but it also opened the door for professional woman on a continent still struggling to come to terms with



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‘equality’ and in an industry and profession which was for decades marked by male domination and resistance to open the doors for the other half of the world population.

Kenya Airways has in the past on occasions deliberately put an all female crew on board of one of their aircraft, cockpit and cabin, for PR purposes and to demonstrate their support to equal opportunities in the aviation sector and also show their passengers that times have indeed, and thankfully, changed. Well done Capt. Irene and well done of course Kenya Airways.

AIR SEYCHELLES TO GET NEW TWIN OTTER

The national airline of the Seychelles expects to take delivery of a new De Havilland Twin Otter aircraft before the end of the year to boost their ‘domestic’ capacity for flights from the main international airport on the island of Mahe to the outlying islands of the extensive archipelago. Passengers flying to the Seychelles on the national airline, but also on other carriers, can in advance already book their onward flights to their final destination and many of the exotic resorts on smaller ‘Robinson type’ islands depend on regular air services to bring in their guests and much needed urgent supplies. The aircraft’s avionics, engines and related systems are ‘state of the art’ making significant operational savings on fuel and maintenance possible. A second new Twin Otter aircraft purchase has been deferred for the time being until

the economic impact of the new aircraft has been assessed and relevant data are at hand to make an informed decision. The Twin Otter is a short take off and short landing aircraft and operates in and out of very short and narrow airstrips on some of the smaller outlying islands, which often span from one beach across the entire island to the other side, making the use of smaller ‘STOL’ capable aircraft a must.

1TIME AIRLINE COMMENCES LIVINGSTONE FLIGHTS

(Information provided by Gill Staden / eTN Zambia Ambassador via this column)

South African visitors will soon have added choices if they opt to see the Victoria Falls of the Zambezi River. Information was received that the ‘1Time Airline’ is commencing flights from Johannesburg into Livingstone on the Zambian side of the falls on 26th November 2009. They will initially operate four times a week on Sunday, Monday, Thursday and Friday, all flights being nonstop and taking about 1 hour and 45 minutes flying time. The special start up fares have been published at ZAR890 one way and ZAR1850 return (payable in Zambian Kwacha) subject to seat availability at the time of booking. Different fares however may apply when booking in South Africa and intending travellers are advised to make early enquiries.

For reservations and sales in Zambia contact the airline’s General Sales Agent Southend Travel as follows:

tel +260 213 320241 or +260

213 320773 or +260 213 322128
cell +260 99619700

or email Mr. Ramesh at

southend@zamnet.zm

KENYA AIRWAYS EAST AFRICAN CLASSIC SAFARI RALLY FOR NOVEMBER

Entries have now closed for the KQ sponsored East African Classic Safari Rally, which will be held from the 23rd of November, when the classic cars and ‘classic drivers’ will be flagged off from the Indian Ocean port city of Mombasa. By the time of going to press some 50 cars had been registered with the organizers. The rally, Kenya Airways’ main sponsorship event for 2009, will cover some 4.500 kilometres, bringing back fond memories when in fact the ‘Safari Rally’ was still part of the world championship rally calendar and held every year over the Easter weekend, to permit volunteers – including your truly on a few occasions – help the local entrants compete against the better equipped works teams. This year’s route also extends into Tanzania, making it an ‘East African’ event. The first rally was called the ‘coronation rally’ and covered all the East African states of old, Uganda, Tanzania and Kenya, before various factors then restricted the ‘Safari Rally’ to Kenya.

MORE WOES FOR BOEING

The development of the new B747-8F has now joined its sibling the B747-8I and their sister ship B787 in giving the company headaches over the first flight and further subsequent delays in deliveries. The company,

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SOUTH AFRICAN AIRWAYS

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in apparent relation to this situation, will also take a 1 billion US Dollars charge into its next balance sheet. Shareholders are now said to become rather jittery over the financial future of the company and more departures of senior management are no longer ruled out, after Boeing's Commercial Airplanes President stepped down a couple of weeks ago over the unmitigated disaster of the B787 development and the constant changes of goal posts – referring to announcements made by Boeing about the B787 timelines, each needing 'adjustments' at a later stage and always after initially denying media reports to the same effect. In East Africa industry observers are closely watching Kenya Airways' upcoming decision making process about the replacement of their ageing B767 fleet, and a recent interview by this correspondent with KQ's CEO Titus Naikuni gave the clearest indication yet that the purchase of Airbus A330's may substitute the airline's doubtful B787 order. As always, watch this space for emerging news of Eastern African aviation developments linked to the global aviation industry.

'ORLY' AIRPARK OPENS ON 17TH OCTOBER

The long awaited 'airpark' on the Athi plains is now being prepared for the grand opening, due on Saturday 17th October. Aviators and aviation faithful are all invited to go and witness the event, which will be accompanied with a show

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of air acrobatics, or so the story has been told. Having been asked on some occasions in the past, when reporting about progress, how this name came about and if it has anything to do with the Paris airport of the same name, here is the answer to the riddle, provided by the venerable Harro Trempenau, Chairman of the Aero Club of East Africa in Nairobi: the exact area of location is by the Masai called 'Oloolokitosh', clearly a tongue breaker for most – thankfully I had a Masai best man at my wedding who taught me a thing or two over the past 30 years – and hence it was shortened into the 'Orly' which most can pronounce and yet have no clue how it came about, until now that is.

The new facility, in which the Aero Club is a shareholder, already has 15 hangars, seven houses (off the field), a proper lounge and club house of course and a landing strip fit for most 'light' aircraft, both single and twin engine. The 240 acres piece of land is undergoing further development and aviation fans can see skydivers, microlights, gyrocopters and much more in a friendly atmosphere and without the mindboggling and smothering circumstances now witnessed at major aerodromes and airports around the world, where getting near an aircraft is all but impossible – at Orly the kids can still be able to put their hand on 'the real thing' and touch the aircraft skin and maybe interest and create the next generation of fliers ...

So don't miss being there on

Saturday the 17th October at 1 p.m. or 13.00 hrs local time – 10.00 hrs GMT – to witness Kenyan aviation history being made. Write to harro@trumpetnose.com for directions, if needed.

FLY 540 ADD DASH 8 TO FLEET, CRJ DUE NEXT WEEK

The region's first true low cost airline with operational bases in Kenya, Uganda and Tanzania has recently added a Bombardier Dash 8 aircraft with 37 seats to supplement its fleet of ATR 42's and ATR 72's, which continue to be their workhorse aircraft. The new aircraft will be deployed for extra flights on routes within Kenya but may also appear from time to time across their regional network.

In a related development it was also confirmed by Fly 540's senior management that the long expected Bombardier CRJ is due in Nairobi by next week, and will upon the completion of all registration formalities be deployed on the Entebbe route as of 01st November, operating the two daily services. Fly 540 offers the first flight out of Nairobi to Entebbe and for 'one dayers' a convenient early evening return from Uganda to Kenya. The entry of the Fly 540 jet aircraft on the route will then make for up to 8 daily connections between Entebbe and Nairobi, all operated by jet aircraft of CRJ and B737 makes, undoubtedly bringing more choices to travellers and keeping fares in check. All eyes are now on the regulators which have faced acid criticism over keeping regulatory charges and

taxes high, in some cases almost doubling the cost of a flight when added on the airlines' fares. Watch this space.

More news from the aero club of east africa's regular newsletter, courtesy of harro trempeneau: Webcam weather reporting system enjoys growing popularity

The following webcams are now operating on www.kenyawebcam.com:

Kijabe-Rift Valley

Wilson Airport - Aero Club of East Africa

Ngong Hills from Langata

Lamu

Kilimanjaro - Kampi ya Kanzi Nyeri

Kilima Camp- Masai Mara Watamu

Two webcams at Diani Beach, to be sponsored by www.Kikoy.com, will be up soon. Keep checking. We need sponsors for additional webcams, especially at Kericho, Marsabit, Nanyuki, and other key areas.

Adds this correspondent: what a wonderful initiative to improve aviation safety by giving the pilots up to date weather information at their destination. Read the following piece to learn even more about the impact of this private sector driven project.

MET WORKSHOP OPENS EYES

The Aero Club and the Kenya Association of Air Operators on 9 and 10 September attended a two day workshop on aviation weather forecasting and reporting. The event, organized by the Kenya Met Department

was very interesting in that it revealed that the Met Department actually possesses plenty of good aviation weather information, but somehow this does not reach the consumer. For example, the Department has excellent quarter - hourly satellite shots of Kenya, winds aloft, location of rain and thunderstorms, etc.).

In a PowerPoint presentation, Harro Trempenau made it clear to the “weathermen” that the target group that does not have sufficient weather info is the 80 % of Kenyan aircraft who fly VFR and who do not necessarily fly in or out of any of the seven airports where there are MET stations (Mombasa, Malindi, Wajir, Nairobi JKIA, Nairobi Wilson, Kisumu and Eldoret). He explained what are needed - decent satellite shots on the internet or through GPRS, weather info enroute and at airfields of destination, info about winds on the ground and aloft, etc. Trempenau explained that, right now, the majority of pilots in Kenya gets their weather info through a “marifa” way (i.e. “self help”). Pilots use their mobile phones to call someone at airports of destination to ask “iko mvua?”, “do you see any blue holes?”, or they go to foreign web sites, get TAFs and METARS from the US Government and Eumetsat, etc. The official Met Dept website contains little of use to pilots.

The eyes of those in attendance

really popped out when Trempenau illustrated the webcam system that the aviators in Kenya have created, with great initiative by Elsen Karsted. The KQ rep had just complained that their aircraft had no weather info when flying to Lamu. Trempenau was able to pull out the Lamu webcam ‘live’ to show him that Lamu had blue skies and the tide was high one minute ago.

The inevitable question of user fees also came up. The Met Department wants a share of the income from KAA and KCAA. Stakeholders argued that they should pay nothing until they get a product that is useable. They pushed for an aviation web site run by the Met Department, showing an hourly high quality sat shot of Kenya and the region, Tafs and Metars for all seven airports where Met Dept is based, an ATIS at all airports where the Met Department has offices, introducing Automatic Weather Recording Stations in critical areas like Mau, Marsabit, Aberdare’s, Nyeri, etc, and sponsoring a large number of webcams of www.kenyawebcam.com. Trempenau also pushed for more accurate seven day forecasts of rain and vertical velocity, etc.

It remains to be seen if the message got across. Until the Met department improves services, the majority of pilots,

most of whom fly VFR at lower altitudes, need different information than the high flying airliners. The Met guys really thought that info about upper air turbulence is what we want, so we can fasten our seatbelts. Basically, they had no idea that more than 80% of all flying in Kenya is done by little airplanes, flying VFR, and hoping for the best at any of the 650 bush strips at the other end.

SKY NEWS REPORT ON DRAUGHT BRINGS SPOTLIGHT TO KENYA

The ongoing draught conditions in Kenya, frequently referred to in this column, has now brought global media big gun SKY News into the fray, when their African news team filmed the hardships of live in Northern Kenya, causing people to starve, livestock to die and game reserves and national parks to be made a last resort of survival for cattle, goats and the wildlife inside already struggling to make it to the next day. In Kenya, as is the case in Tanzania and Uganda too, pastoralists have invaded protected areas in search of pasture and water for their animals, disregarding the standing rules as their last resort. It is understood that the regional wildlife managers are seeking a way out of these circumstances, but until the rains fall it will be hard if not impossible to force the herders away, some of whom have taken to defending their livestock by force to have at least some animals left when the draught

breaks.

Tourism marketers too have been struggling to come to terms with the weather conditions, as wildlife has died alongside livestock for lack of water or edible greens and all hopes are now pinned on the onset of the coming rains. Those however are not without their own risks to the populations of draught stricken areas nor the wildlife and livestock, as the soil is baked hard like cement after years of no rain, fuelling fears of flash floods and subsequent wide spread flooding, during which animals can drown and homesteads be destroyed, worsening an already alarming situation.

Kenyan Masai pastoralists were not long ago expelled from an area near some national parks in Tanzania, where they had taken their herds in search of water and park invasions in Uganda too are now of concern to UWA, as they are in Kenya – especially around the Northern parks – to KWS. However, no easy solution will be found to resolve the human – wildlife conflict now brewing, and the tourism industry is scratching their combined heads to find a way out of the ‘between a rock and a hard place’ scenario. Senior tourism stakeholders are trying to use the situation to streamline the management of game reserves and other protected areas to have them all brought under KWS auspices and management, allowing to have a unified policy approach towards park invasions and practise a predictable and enforceable response to such situations in coming years. However, it is people who

carry voter’s cards in upcoming elections, not animals, and unless government is able to look after the draught stricken populations and offer them assistance and support when most needed, it will undoubtedly see a backlash come the next elections. That said, considering the Mau disaster where a crucial water catchment area was almost destroyed and sacrificed for the very votes, a fine balance needs to be found between conservation and tourism on one side and the immediate survival needs of the pastoralists, farmers and general population on the other.

Meanwhile has the local Kenyan press projected a dire future for the lion population in Kenya, and Eastern Africa in general and details of that article can be found via: www.nation.co.ke/News/-/1056/672370/-/uo092o/-/index.html

MORE FLIGHTS BETWEEN KIGALI AND ENTEBBE?

It was learned from aviation sources in Rwanda that they were open to the possibility of Uganda Air Cargo Corporation flying to Kigali, after they reportedly acquired two turboprop passenger planes and were licensed in Uganda to commence passenger operations.

The UCAA in contrast was not able to confirm, what type of license, if any, UACC does in fact hold, in particular if any such license was for scheduled or for charter services.

UACC has in the past operated cargo charters with a single C 130 aircraft, as and when it was not undergoing service, being repaired or hired out long term, and has no

apparent experience in passenger operations. Watch this space.

BRUSSELS AIRLINES SEEKS 5TH A330 TO ADD TO FLEET

It was learned earlier in the week that Brussels Airlines was in the process of procuring a 5th A330-200 aircraft to add to their fleet ahead of a planned network and frequency expansion to the African continent, as the world is coming out of the long global recession, which has impacted on the performance of many airlines. In Eastern Africa SN serves Entebbe, Bujumbura, Kigali and Nairobi but has no 5th freedom rights for their ‘triangular’ flights which always include a waypoint, while in West Africa the respective governments were happy to extend this privilege to the carrier to enhance connectivity between major cities. This column’s SN contact would however not be drawn into discussions whether SN has actively sought 5th freedom rights for flights say between Kigali and Entebbe or between Kigali, Bujumbura and Entebbe to Nairobi or vice versa, depending on how the flights operate. SN’s partnership with Lufthansa and their code shared operations to both West and East Africa has also enhanced their traffic base and may be a major factor to add another long haul aircraft to their fleet.

The ‘German Week’ starting this weekend, and organized by the Goethe Zentrum in Kampala, was co-sponsored by both Brussels Airlines and Lufthansa, ensuring high visibility amongst a key consumer group.



Tanzania Land of Kilimanjaro & Zanzibar

It is a land of superlatives and contrasts, something for everyone: from the majestic Mount Kilimanjaro to the fabled Islands of Zanzibar. The largest and most diverse wildlife concentrations on Earth including the matchless Serengeti plains, Ngorongoro Crater, Katavi and the mighty Selous Game Reserve. The Legacy of the ancient Swahili civilizations, such as Kilwa Ruins once a city of

the Arabian Nights. Wonderful places for swimming, snorkeling, scuba diving, fishing off thousands of kilometers of Indian Ocean coastline and around the Africa's Great Lakes. And then there is Tanzania's greatest asset: its friendly people and cuisines. The country is among the world's leaders in Cultural tourism. This indeed is AUTHENTIC AFRICA.



TANZANIA
Land of Kilimanjaro & Zanzibar



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AFRAA works closely with other aviation industry organizations as well as regional economic communities which include the following:

Aflink
 African Civil Aviation Commission (AFCAC)
 African Union Commission
 Air Transport Action Group (ATAG)
 Air Transport Association (ATA)
 Air Transport Association of Canada (ATAC)
 Air Transport Intelligence
 Airline Group of the International Federation of Operational Research Societies
 Airlines Reporting Corporation (ARC)
 Airports Council International (ACI)
 Airbus
 Amadeus
 Arab Air Carriers Organisation (AACO)
 ASECNA
 Association of Asia Pacific Airlines (AAPA)
 Association of European Airlines (AEA)
 BOC Aviation
 Bombardier
 CFM International
 Common Market for Eastern and Southern Africa
 East African Community
 Embraer (Empresa Brasileira de Aeronáutica S.A.)
 Federal Aviation Administration (FAA)
 General Electric
 Honeywell
 International Air Transport Association (IATA)
 International Civil Aviation Organization (ICAO)
 Kenya Airport Authorities
 Kenyon International
 Latin American Airlines Association (AITEL)
 Lufthansa Consulting
 Mercator
 OlizAir
 Sabre Airline Solutions
 Sinimar
 Southern African Development Community
 SITA
 Snecma Morocco
 The Boeing Company
 United Nations Commission for Africa

The African Airlines Association (AFRAA) was established in April, 1968 in Accra, Ghana as a Trade Organisation open to membership of airlines of African States. There are currently forty members from African Union member States.

The formation of the African Airlines Association (AFRAA) was the result of historic developments and economic imperatives.

In the early 1960s, a great number of African States acceded to independence and created their own national airlines. Most of these airlines became members of the International Air Transport Association (IATA). Below is a list of the distinguished firms that AFRAA is proud to have working partnerships with

Aflink
 Amadeus
 ASECNA
 BOC Aviation
 CFM International
 Embraer
 General Electric
 Honeywell
 Kenya Airport Authorities

Reservations from Member Airlines

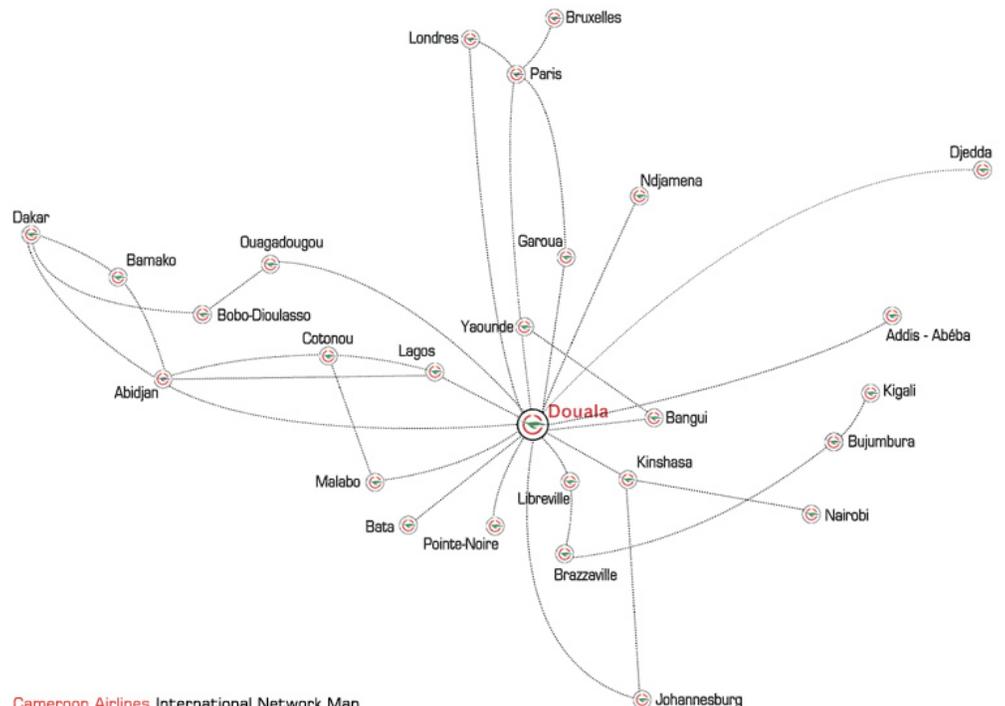
<http://www.afraa.org/ibe.htm>

To make an online flight reservation with any of the following AFRAA member airlines, please click on the link to the airline of your choice and follow the instructions that follow:

ADC Airlines
 AeroContractors of Nigeria
 Afriqiyah Airways
 Air Algérie
 Air Burkina
 Air Ivoire
 Air Madagascar
 Air Mauritius
 Air Seychelles
 Air Sénégal International
 Antrak Air Ghana
 Bellview Airlines
 EgyptAir
 Ethiopian Airlines
 Ghana International Airlines
 Kenya Airways
 LAM-Linhas Aereas de Moçambique
 Precision Air Services
 Royal Air Maroc
 South African Airways
 South African Express Airways
 Tunis Air
 Virgin Nigeria



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Cameroon Airlines International Network Map