



## COMMERCIAL AVIATION NEWS JULY/ AUG 2009

### EDITORIAL

*Every now and then a new product is marketed in the Aviation world, often driven by advances in technology.*

*At the recent inaugural conference of the Association of Non-Scheduled Operators (ANSO), held on 3 June at the Indaba Hotel, IndigoSat presented a brief description of their Aircraft Tracking system, developed for all types of aircraft. It is manufactured in Australia and utilises the latest Inmarsat D2 Satellite service, transmitting periodic messages containing time, longitude, latitude, speed, altitude and heading – giving operators a complete picture of the whereabouts of the aircraft at any time. The system also provides for large SMS messaging capability between aircraft and ground, using a simple “dial and click” interface. Messages are recorded to be reviewed at a later date.*

*Additional features include:*

- Accurate recording of flight times and actual flight paths
- Tracking of maintenance intervals
- Integration with back-billing and crew duty times
- Feedback on how the aircraft is being operated – cruise altitudes, approach paths and routes.

*There are many occasions in the recent past where aircraft have disappeared without trace. Some have been found days, weeks, or even months later following extensive search operations costing millions of rands.*

*It is said that the estimated cost of the search for the late Steve Fossett was well over \$2.600m, making it the largest and most expensive ever.*



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His aircraft was eventually found by chance, together with eight previously uncharted *aircraft wrecks that had crashed years before*. *What about the recent AF 447 flight, with no immediate indication of its whereabouts? Sure, some of the wreckage has now been located, but it is going to take a lot of time, effort and considerable cost to locate the critical remains.*

*So ... there is a lot to be said for the installation of this device, particularly when venturing into "darkest Africa".*

*A lot more detail, including fitting and costs, can be had by contacting IndigoSAT offices in South Africa via [www.indigosat.com](http://www.indigosat.com).*

### **Welcome to a new Affiliate!**

The above-mentioned ANSO Conference was well attended and in addition to the above was addressed by several other very interesting speakers.

Papers were presented on topical issues by;

- Mr Anton Richman of SA CAA,
- Mr Stuart Ratcliffe of the ATNS,
- Dr Roeloff Botha on the status of current economics in South Africa,
- Mr Mike Edwards of the SA Weather Service,
- Mr Graham Speller of Dennis Jankelow and Associates on Insurance implications,
- Brig Gen Les Lombard of the SAAF on Proposed Traffic Control procedures during the Confed and World Cups, and
- Ms Murette Fouche on challenges facing Non-Scheduled Operators.

Following the lunch break the inaugural Annual General Meeting of the new Association took place, during which the Constitution was adopted and the Executive Committee elected as follows:

President: Mr Russell Patterson

Executive Members: Ms Murette Fouche  
Mr Carl Reck  
Mr Gerrie du Toit

We wish ANSO a long and successful association with CAASA.

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Attached is the monthly Slipstream – a regular column on economic issues relevant to the Aviation Industry written by **Dr Roelof Botha** of the Gordon Institute of Business Science.

#### **Topics this month:**

The cost of monetary policy lethargy, and;

Tourism weathering the storm well

# IN-HOURS AFFAIRS

from the desk of the CEO, Kim Gorringe

## **ATNS AND ACSA PERMISSION CONSULTATION MEETINGS.**

Since 25 May 2009, three ATNS and two ACSA Permission Consultation meetings have taken place.

With respect to ATNS, this service provider is currently indicating that it requires a 37% increase in tariffs. The Aviation Industry has indicated that such a sizeable increase is completely unaffordable. In the current round of ATNS Permission Consultation meetings, there has been much controversy between the airlines and General Aviation over the correct application of the "User Pay" principle. The Airlines argue that the proper application of the principle requires that all users must pay for services, whilst General Aviation argues that ones ability to pay as determined by size/weight of an aircraft must also be considered. Much time has been spent interrogating the ATNS figures regarding revenue generating aircraft movements and whether the income waived by ATNS in terms of the 2005 GA "en route" fee exemption was indeed in the region of between R8 and R10 million. The outcome of the last movement subcommittee meeting was that the airlines consented to allow the GA en route exemption to remain in force for the first year of the Permission, but reserved their rights to challenge the exemption going forward.

With respect to the ACSA Meetings, CAASA has continued to monitor the budgeting and planning for La Mercy airport as well as ACSA's plans for the Durban International site once the King Shaka airport is commissioned. CAASA has also used these fora to alert ACSA to the current crisis being experienced at Virginia Airport and the possibility that GA will need to either relocate from Virginia to either La Mercy or the Durban International site. As reported previously this news has not been well received by ACSA.

## **RA AIRPORT MEETING : 1 JUNE 2009.**

In line with a previous CAASA Board decision, CAASA together with the Aero Club held a with the SACAA General Manager: Aviation Infra-structure to discuss the issue of the registration of unlicensed airfields in SA. At this meeting it was agreed that the SACAA would contrary to what the Commissioner had announced at the last Industry Liaison Forum meeting, not require the compulsory registration of these airfields. For the time being the SACAA would pursue a policy of voluntary registration. Going forward, however, the SACAA would investigate new regulatory requirements for non-licenced airfields operated for reward. The decision reached at the meeting was in line with the CAASA and Aeroclub position on the registration of airfields.

## **ANSO CONFERENCE : 3 JUNE 2009**

On 3 June 2009, ANSO held its inaugural conference and annual general meeting. This conference was extremely well attended by more than 100 delegates from the Non-Scheduled sector of the industry. The conference component comprised presentations by representatives from various aviation service providers, such as the SACAA, ATNS, South African Weather Services, Indigosat and Dennis Jankelow and Associates to name a few. The conference also gave operators a forum in which to raise and discuss issues impacting on their businesses. A topical issue addressed at the conference was the need to revise the regulatory standards applicable to non –scheduled operations. In his presentation to the delegates, Anton Richman, the SACAA General Manager : Air Safety Operations reported that the SACAA had established a "Special Committee on Regulatory Review" (SCORR) to investigate revisions to Parts 91, 121 and 135 of the Civil Aviation Regulations (CAR). One of the changes being considered was an increase in the MCM limit separating Part 121 operations from those of Part 135, from 5700kg to 8600Kg as well as the inclusion of an aeroplane seating requirement of 19 passengers. However, the general consensus amongst from delegates was that the proposed MCM limit of 8600Kg still needed to be increased further.

The SACAA responded by saying that they were prepared to consider input from the industry on this issue. Another speaker, Dr. Roelof Botha addressed the forum on the current world economic crisis and how he believed the downturn would affect Non-Scheduled Operators. According to Dr Botha, all was not doom and gloom, and an imminent return to strong economic growth could be expected. The conference was also used as a platform to host ANSO's annual general meeting, to adopt a constitution for the association and formally elect an executive committee (Exco). Elected to the Exco were: Carl Reck, Russell Patterson (President), Murette

Fouchee, Kim Gorringer (ex officio, Deputy President) and Gerry du Toit. CAASA wishes to thank all of its members that provided sponsorship for the Conference.

#### **IFALPA ANS COMMITTEE MEETING : 5 AND 6 JUNE 2009**

CAASA attended the above-mentioned meeting at the invitation of ALPA-SA. The purpose of the meeting was for IFALPA to finalise the development of working papers for submission to the ICAO Air Navigation Committee on an array of air navigation issues. It was very interesting to participate in the various discussions and deliberations and witness the dedication of the participating airline pilots to their craft and industry.

#### **ANSO/SACAA MEETING: MCM REQUIREMENTS: 12 JUNE 2009**

This meeting was convened with the SACAA at the request of ANSO to discuss the issue of the SACAA requirements for Maintenance Control and the Maintenance Control Manual in small operations. With respect to the smaller, non scheduled operators, the SACAA has of late been emphasizing the importance of maintenance control and insisting that the requirements to be contained in the so called "Maintenance Control Manuals" (MCM's) be almost identical to those required for the scheduled airlines. There has also been talk of legislating a requirement compelling the small non scheduled operators that contract out maintenance to employ a licensed Aircraft Maintenance Engineer (AME) to oversee maintenance control. ANSO felt that the SACAA needed to be engaged on this matter and that alternative ways of regulating maintenance control needed to be discussed with the SACAA.

At the meeting, CAASA and ANSO therefore proposed the introduction of the following system-

- Commercial aviation companies should be allowed to contractually agree responsibility for maintenance control/planning. An operator will then be able to place an aircraft on its AOC and have the maintenance control component (Part 43 compliance) outsourced. This will be noted on the AOC Aircraft Operations Specification;
- New requirements should be inserted into Part 43 of the CAR to require the party responsible for maintenance control to become Part 43 accredited/approved for performing the maintenance control function;
- Only these Part 43 accredited organizations should be required to submit and comply with an MCM. This document would contain the organizations operating procedures and systems to ensure that aircraft under their control will meet the manufacturers' and SACAA requirements.
- One AMO and one Maintenance Control (Part 43) accredited organization will be nominated by the Aircraft Owner and/or Aircraft Operator with respect to each aircraft.
- An operator who has outsourced its maintenance control will be only need to monitor the service levels it receives from its accredited Part 43 maintenance control service provider as set out in a Service Level Agreement.
- An operator will not be required to hold an MCM unless it wishes to be accredited in terms of Part 43. Instead, a section in the operators MOP entitled Maintenance Control will describe the relationship and AMO / Part 43 accredited entity oversight.
- An operator will not undergo airworthiness inspections with respect to maintenance control and planning. The Part 43 accredited entity will then demonstrate compliance to the SACAA with respect to the aircraft for which they are authorized to provide maintenance control and planning.

The SACAA agreed to consider the CAASA/ANSO proposal on the matter and revert back shortly.

#### **SCORR /INDUSTRY WORKSHOP TO REVISE PARTS 91 AND 121 : 19 JUNE 2009**

This was the first meeting to discuss the SCORR proposals to amend Parts 91 and 121. This meeting was taken up with deciding a modus operandi for obtaining and consolidating industry comment on the proposals. It was decided that the Part 91 proposals would be work shopped first and that CAASA and AASA would consolidate the comments received from their members for submission to SCORR.

#### **CAASA, AASA AND AEROCLUB MEETING WITH COMMISSIONER : 24 JUNE 2009**

CAASA set up this meeting with Captain Jordaan to discuss, (i) the “crisis” at Virginia, (ii) the SACAA’s waiving of the requirement for VDF at non-surveillance airports, (iii) a delay in promulgating new specifications for airport perimeter security lighting.

- AD (i). The Commissioner indicated that he believed that Virginia Airport had reached the end of its useful life and he supported the relocation of GA operations from Virginia to the site of the current Durban International Airport .
- AD (ii). The Commissioner agreed that he would be prepared to grant an exemption to ATNS from the VDF requirement in Part 139, except for Upington Airport where less expensive VDF equipment, than that envisaged by ATNS could be fitted. [The impact of this decision is that ATNS does not need to budget R50 Million for VDF Equipment.
- AD (iii). The Commissioner undertook to investigate whether the implementation of new requirements for airport perimeter security lighting [for which ACSA was budgeting a large sum of money for next Permission] could be delayed until the economy improved. He undertook to come back to the industry with a reply on this issue.

#### **CARCOM MEETING : 24 JUNE 2009**

The following proposals of interest were discussed:

- **Amendments to CAR, Part 61.** At the last CARCOM Meeting, as a result of comments forwarded by AATOSA on proposed new requirements for Grade III Flight Instructors (Aeroplane), [to be contained in subparts 16 and 17 of Part 61], it was decided that these proposals would stand over so that the SACAA could discuss the issues with Mr English of AATOSA. However as the parties had not met by the time of the meeting to discuss their differences on the subpart 16 and 17 proposals it was again decided to hold over a decision on the proposals until the next meeting so that AATOSA and the SACAA could consult on the issue.
- **Amendments to CAR and CATS 139.02.7, 139.02.22, 139.02.33 and 139.02.34.** These regulations relate to airport fire fighting requirements and fire training requirements. At the previous CARCOM, a decision on these proposals was **held over** to allow ACSA and CAASA to see whether the changes required had been incorporated into the proposals. As Mr Sim from ACSA was not present at the meeting it was again decided to hold over a decision on these proposals.
- **Amendment to CATS 121.03.6 A.** In light of a decision made at a workshop convened to consider the changes proposed by CAASA to this Technical Standard, CAASA withdrew its proposal to amend the standard.
- **Insertion of CAR 11.06 (FEECOM).** This proposal, put forward by CAASA, was strenuously opposed by the SACAA. CAASA therefore decided to indefinitely withdraw this proposal from consideration by the Committee.

#### **REFORMING OF QUAD CLUB : 25 JUNE 2009**

On 25 June 2009, a meeting was held between representatives of the Aero Club, CAASA AOPA and the Aviation Action Watch to reconstitute the QUAD Club to oppose any move to overturn the GA en route exemption. The QUAD club members decide to carefully monitor developments before mobilising the General Aviation industry to oppose such a move.

### **MEETING TO BRIEF DOT ON VIRGINIA ISSUES : 26 JUNE 2009**

This meeting, also attended by Maj Gen Hugh Paine of the SA Air Force, was convened to brief various officials from the Department of Transport on the "crisis" at Virginia Airport and the possible options for re-locating operations at Virginia. The Department required this briefing in preparation for a meeting with the Durban Metro on 3 July 2009.

### **AMOSAS MEETING WITH SACAA: 10 JULY 2009**

This meeting to discuss the concerns raised by AMOSA in its letter to the Commissioner took place on 10 July 2009. The following constitute the most important issues discussed and decisions reached:

**Loss of Documents by Airworthiness Department.** In order to eliminate this problem, the SACAA said that they were prepared to look at implementing a single entry point for all documents. They also requested the industry to give feedback to the SACAA on situations where documents had gone missing. The SACAA also proposed a system where documents were submitted electronically to the official dealing with the matter, with his/her Manager being CCed at the same time. For the purpose of signing off the approved document, the AMO could make an appointment with the relevant SACAA official, when the signing off could take place.

**Junior Inspectors refusing to comply with decisions of Seniors.** The SACAA agreed that this type of thing should not happen, it did from time to time occur. The SACAA said that this type of situation could be avoided if all decisions reached between the SACAA and industry were documented. The SACAA also undertook, in future to deal with those individuals who refused to comply with the decisions of their seniors.

**Problems in Certification Section with Modification Approvals.** The SACAA expressed the opinion that substantial improvements had taken place in the Certification Section. However where the Industry still experienced problems with the service, these should be brought to the attention of the SACAA. Furthermore, the AIC that the SACAA was to publish on the distinction between Major and Minor Mods was in the final stages of being prepared. Prior to publication, this AIC would be circulated to the Industry for comment and input. The SACAA also requested the Industry to notify them where there had been delays in the approval of any Modification Applications.

**W Certification issue.** The SACAA advised that it had established a task team to look at this particular problem. The Task Team was considering International Best Practise on the issue. The SACAA requested that they be given a period of two weeks (until 24 July 2009) to find a solution to the W issue.

**Disbanding of Avionics Section.** AMOSA expressed the opinion that because avionics was such a specialist field, the SACAA should have retained its special avionic section to deal with avionic issues. The industry felt that the disbanding of this section was a mistake. The SACAA replied by saying that they were confident that the new structure would work, but they would look at ways in which to expand service to the industry on avionic issues. A response in this regard would be provided within two weeks (24 July 2009).

**Complaint that SACAA invitation list was incomplete.** The SACAA agreed to update their invitation email list to make this list as inclusive as possible.

**Demonstrating compliance with requirements.** The SACAA requested that where this type of problem occurred, it should be brought to the attention of the SACAA Senior Management.

**AME Licensing issue raised by J Nell.** The SACAA undertook to investigate the AME Licensing issue raised by CAASA President, Johan Nell, and to furnish him with a reply there-on by close of work on Monday 13 July 2009.

**Objection to posting information on SACAA Website.** The SACAA agreed to look into this issue and come back with a response by 24 July 2009.

**Use of Forms and Checklists.** The SACAA undertook to check what forms were on the website and establish how current they were. Feedback on this issue would also be provided by 24 July 2009.

**Proforma's of Documents.** AMOSA sketched the problem with drawing up an MEL and the differing SACAA requirements regarding this document. The same type of situation exists with MCM's. The SACAA undertook during the following two weeks to look at the length of time taken to approve these documents as well as the

inconsistencies in the approval process. It was also requested that Mr Andre Pretorius supply the SACAA with a list of MEL's awaiting approval.

**Inconsequent Approach.** The SACAA agreed in principle with the AMOSA standpoint on this issue. It was further agreed that Mr Marc du Plessis would discuss the specific problem that NAC had encountered with its Quality Manual with Karl Gregor.

**OP Spec to be drawn up by SACAA.** The SACAA agreed with AMOSA's standpoint on this issue and in future the SACAA will compile the OP Spec for the AMO. This would be communicated to all SACAA Airworthiness inspectors.

**Statement of Compliance.** AMOSA identified the problems with the current Statement of Compliance Proforma that need to be corrected. The SACAA undertook to look into the matter and furnish a reply there-on by 24 July 2009.

**SMS.** The SACAA agreed to look into the issue raised by AMOSA and furnish feedback by 24 July 2009.

**Company Authorities.** Mr Guldenpfenning mentioned that there is a lack of clarity in the regulations on this issue and that each inspector has his own interpretation of how the system works. It was agreed that Mr Guldenpfenning would prepare a draft "policy" document on the issue.

**Exemption Application.** AMOSA handed an exemption application to the SACAA in terms of which an exemption was sought from the requirements of Regulation 43.02.8 read together with SA-CATS GMR 43.02.8 Section D Part 1 Paragraph 9(2) -Category W sign off on Release to service by the holder of an AME category A or C licence. The SACAA undertook to furnish AMOSA with a reply on the exemption application by no later than 17 July 2009.

A follow up meeting between the SACAA and AMOSA was scheduled for 11 August 2009.

#### **SACAA AIRWORTHINESS INDUSTRY WORKSHOP : 21 JULY 2009**

On 21 July 2009, the SACAA Airworthiness Department convened a full day workshop with the industry to discuss some issues of concern such as company authorizations, Modification approvals and the new structure of the Airworthiness Department. The Industry via Reinie Guldenpfenning was also permitted to do a presentation on some of the problems that it has with the way the SACAA is currently regulating aircraft maintenance and airworthiness. The purpose of the workshop was not so much to find solutions but to open up communication between the regulator and the Industry.

#### **MEETING WITH SAAF : DUTIES OF FLIGHT DIRECTOR LIAISON : 23 JULY 2009.**

In preparation for AAD 2010, a meeting was held at AFB Ysterplaat to formulate a detailed breakdown of the duties of the Flight Director Liaison and to discuss how the co-operation between the Flight Director : Liaison and the SAAF could be improved. This information will also be used for compiling a delegation of duties for the Flight Director Liaison. The AAD Excom requires CAASA to have finalised the appointment of a Flight Director : Liaison by the end of November 2009.

#### **MEETING WITH OFFICIALS FROM DUBE TRADE PORT : 24 JULY 2009**

This meeting with two officials from Dube Trade Port was held to discuss the possibility of relocating General Aviation operations from Virginia to the new King Shaka Airport. It was agreed that going forward CAASA and Dube Trade Port would work together on developing facilities at King Shaka for General Aviation operations.

#### **ATNS OPSCOM : 20 MAY 2009**

The good news emanating from this year's ATNS OPSCOM is that ATNS is at last waking up to the fact that South Africa urgently needs to implement GNSS and RNAV Procedures after years of inactivity. This issue formed the subject matter of three of the papers presented at OPSCOM. At the meeting, ATNS also agreed to set up a workgroup to look at GNSS Implementation in South Africa. CAASA reiterated its standpoint that the most pressing need for GNSS Procedures was at the General Aviation Airports as the ACSA Airports were already equipped with a multitude of navigation aids that were lacking at the General Aviation Airports.

## **SCORR PART 91 WORKGROUP MEETING : 29 JULY 2009**

This was the first meeting at which the actual content of the proposed Part 91 amendments were discussed. Sub-parts 1 to 3 of Part 91 were discussed in detail in light of the comments received from the members of CAASA and AASA. The next workshop will take place on 20 August 2009.

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## **URGENT NOTICE FROM NAC:**

We have been asked to advise readers that a fraudulent letter has been sent to some NAC customers, informing them that NAC's bank account details have changed. This is not true and you are urged to please ignore the letter.

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## **GLOOM AT THE PARIS AIR SHOW:**

The mood at this year's Paris Air Show among the aviation leaders present was not one of optimism, with only a small amount of business expected to be negotiated. The gloom was of course caused by the mourning of the Air France disaster, the economic crisis and new concerns about swine flu.

However, the heads of both Boeing and Airbus gave separate reassurances over the safety of air travel, trying to reassure an industry that has been hit by a slump in the economy and weakened credit, which casts doubt on the ability of airlines to pay for the roughly R6 trillion cost of planes on order following a previous order boom.

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## **BEE OR NOT TO BE?**

The media has recently contained many contentious articles and letters either condemning or supporting the drive to give black people a slice of the white-dominated economy, and an interesting opinion was presented in a column in a recent Saturday Star quoting Moeletsi Mbeki, brother of former President Thabo Mbeki, who says that it stifles growth and spurs corruption. He believes the affirmative action policies championed by his brother have entrenched the rich-poor divide in Africa's biggest economy and could lead to an explosion of violence. "If you made me President of South Africa, the first thing I would do would be to scrap everything to do with BEE. If we keep going with these policies, the question is: what will collapse first, BEE or the economy or the country?" Mbeki says BEE entrenches economic inequalities by creating a culture of cronyism and entitlement that discourages black entrepreneurship and education, keeping millions in poverty.

Among recently reported examples of collapses of empowerment deals is that of Group Five with iLima, and an economic commentator wrote that we are probably going to see a lot more as BEE partners find it increasingly difficult, if not impossible, to re-finance their deals, many of which are now under water.

Perhaps we should read Mr Mbeki's book "Architects of Poverty"!

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## **MUCH-NEEDED SHOT IN THE ARM FOR SKILLS DEVELOPMENT:**

The so-called skills revolution, which has never really taken off since its launch ten years ago, is due to be given a much-needed shot in the arm in the near future, and in the first instance control of this section of the Department of Labour will be transferred to the Department of Higher Education and Training, headed by Dr Blade Nzimande.

In the second instance, the new department is to announce the Board of the Quality Council for Trades and Occupations (QCTO), and the processes to be followed to have the Board up and running by April 2010.

The third related development will be the release of the third phase of the National Skills Development Strategy (NSDS3), which will run from 2010 to 2015. However, since much of the work on drafting the new strategy was

done by the old dispensation, it may have to be re-drafted to accommodate the priorities of the new department.

The final version of the strategy is due to be made public in late October after it has been circulated for public comment and input, which may involve the incorporation of some of this input into the draft. SETA chief executives fear they may be presented with a fait accompli, as happened with the first two iterations of the NSDS.

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## THIS AND THAT!

1. The ban on passengers carrying liquid in their luggage may soon be over if trials of a new airport scanner are successful, according to The Times of London. The new security scanner, which can see through bottles and detect whether they contain explosive liquid, will start trials next month at Newcastle airport. The technology could allow aviation authorities worldwide to lift restrictions on liquid in hand luggage, and works by shining an X-ray through the liquid and detecting the “spectral signature” of the image recorded on the other side.
2. Privately-owned Arik Air has started daily flights between Johannesburg and Lagos, with economy tickets at R4 425 and premium R26 814. The airline claims it offers 50% more legroom in economy class than its competitors, and also has one of the most generous baggage allowances, 60 kg and 90 kg respectively. A further 10 or 20 kg of cabin baggage is allowed, depending on class travelled.
3. Researchers at Auburn University, US, claim that airliners get about half their air from outside the plane and use efficient HEPA filters, thus reducing the risk of exposure to disease, compared with other crowded places. They say the unique design of the air system in a plane really does minimise that exposure compared to such places as theatres, classrooms, etc.
4. Air France’s CEO has announced that the company will give about €17 500 as an advance to the families of the victims of the flight 447 disaster, and the company’s lawyers have been in contact with the families of the victims from 32 countries to make sure the money gets to them.

Some families have accused Air France of lack of sympathy, and failing to provide them with timely information on the investigation into the causes of the crash.

Meanwhile, Air France has replaced the air speed sensors on its entire fleet of Airbus A330 and A340 long-haul aircraft, as it had been under pressure from pilots who feared that the devices could be linked to the tragedy. It had begun replacing the tubes on its A330 and A340 jets, but not yet on the one that crashed.

5. Opinions concerning the new La Mercy Airport have raised doubts whether international airlines will be lured back to Durban once the facility is open for business. One writer said that although Emirates had indicated its intention to use the airport, the dire straits Dubai finds itself in might prevent that, but a more recent report said that the airline would launch a daily flight between Durban and Dubai from 1 October.

Now, since the crippling strike by construction workers earlier this month, many doubt whether the airport will be completed in time for the World Cup next year.

6. Lufthansa has won EU regulators’ permission to take a large stake in Brussels Airlines, but must give up slots at Belgian, German and Swiss airports to eliminate anti-trust concerns. The stake is estimated at €65 million. The deal gives Lufthansa the option to take over all of Brussels Airlines in 2011 for a price of not more than €250 million.

7. A flying ambulance recently had to make an emergency landing at Lanseria when its landing gear failed to engage. The King Air 200 was due to travel to East London and Cape Town to transport a baby to the Red Cross Children's Hospital from Johannesburg. When a fault was detected its flight plan was abandoned and diverted to Lanseria.
8. Taiwan's Eva Air has fired a pilot after he was discovered videotaping air hostesses in the toilets as they changed out of their uniforms prior to going off duty.
9. The South Coast Tourism office has announced that for the first time the annual Margate air show will be held offshore this year, in celebration of the town's centenary.
10. New York's JFK Airport was recently shut down briefly when 78 turtles emerged from a nearby bay and crawled on to the tarmac. Ground crews eventually managed to round up the reptiles and deposit them in water, but not before the disruption of the flight schedule caused delays of up to 90 minutes. This has happened before during the spawning season. The turtles were identified as Diamondback terrapins, and are common to Jamaica Bay, which surrounds the airport.
11. At an African Business Awards ceremony held in London earlier this month Ethiopian Airlines was named the Airline of the Year 2009. The winners of the various awards were chosen from a pool of nominees based on "solid financial results coupled with distinctive customer service, punctuality and innovative products and services for consumers, especially in opening new routes"
12. From 26<sup>th</sup> September South Africans will be able to fly to the Ukrainian capital of Kiev via Abu Dhabi, following a new codeshare agreement between Etihad and Ukraine International Airlines, offering a seamless connection between Johannesburg and Kiev, on Mondays and Fridays.
13. As from 1<sup>st</sup> July Air Canada and its regional airline, Jazz, is allowing customers to book a space under their seat for a pet to travel, at a charge of \$50 for a domestic flight and \$100 for international flights. Pets must be stowed in leak-proof carriers weighing in total no more than 10kg, with a maximum of four pets to be carried per flight. The needs of passengers with allergies would be considered when booking seats.

This move comes ahead of the launch of Pet Airways, an airline that will fly cats or dogs between five US cities, and using a Beechcraft 1900 that can hold 50 animals, two pilots and one pet attendant.

## The end...