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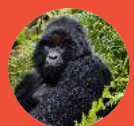
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Adun Okupe

Dr Adun Okupe is a Tourism Consultant, Researcher and Lecturer of Sustainability and Strategy at Lagos Business School, Pan-Atlantic University, Lagos, Nigeria. She is also a Senior Advisor with Red Clay, a tourism advisory practice. Adun has significant research and consulting experience in the Travel & Tourism industry and has advised state governments, institutions and commercial businesses on global policy issues in the leisure and tourism sector in Europe, Asia, and Africa. Adun holds a honours degree in Business Economics, Masters in Development Studies and a Doctor of Philosophy in Strategic Leadership in the Tourism Industry, all from the United Kingdom.



Mike Dada

Mike Dada, fnimn, MCIPR (UK), MNIPR, MCarb, arpa, Mike Dada is a multiskilled consultant and entrepreneur in the field of Marketing, Strategic Public Relations, Advertising, Law, Brand communication and management, Finance, Engineering, Event Production, Media and Entertainment who is unapologetically passionate about the perception, growth and development of Africa through the instrumentality of culture and the creative industry. As a lawyer and serial entrepreneur, Mike superintends many organizations: PRM Africa Marketing, and Communications, Gobet247 Limited, Backstage Productions, Hinges Constructions and Properties, Simon & Blake Solicitors and, MDX Media and ICT Limited, Aquagryphon Marine and Oil among others.

He is also the President and Executive Producer of the All-Africa Music Awards, AFRIMA, a Pan-Africa initiative in partnership with the

African Union Commission designed to achieve a prosperous, integrated and peaceful Africa as well as communicate the strength of Africa to the world for global competitiveness via art, culture and music. He is a member of Africa Policy Advisory Board (APAB) for ONE campaign. He is a fellow of National Institute of Marketing of Nigeria (NIMN), member of Chartered Institute of Public Relations United Kingdom and Nigerian Institute of Public Relations (NIPR). Mike is an alumnus of Lagos Business School, Lagos; Harvard Business School, Boston, Massachusetts among others.



Chevy X Eugene

Eugene is a sessional lecturer at the University of Toronto, where he teaches International Development Studies, Black Canadian Studies, and Caribbean Studies. Recognized as the Global Top 100 Most Influential People of African Descent (MIPAD) Under 40 in 2022, in the category of politics and governance, Chevy Eugene is an educator, researcher, and international human rights activist. Currently, he is completing a Social Science Humanities Research Council (SSHRC) funded Ph.D. entitled "Decolonizing the Caribbean Reparations" in the Social and Political Thought Program (SPTH) at York University, Canada. Chevy is the Caribbean ambassador for the Pan-African Council (PAC).



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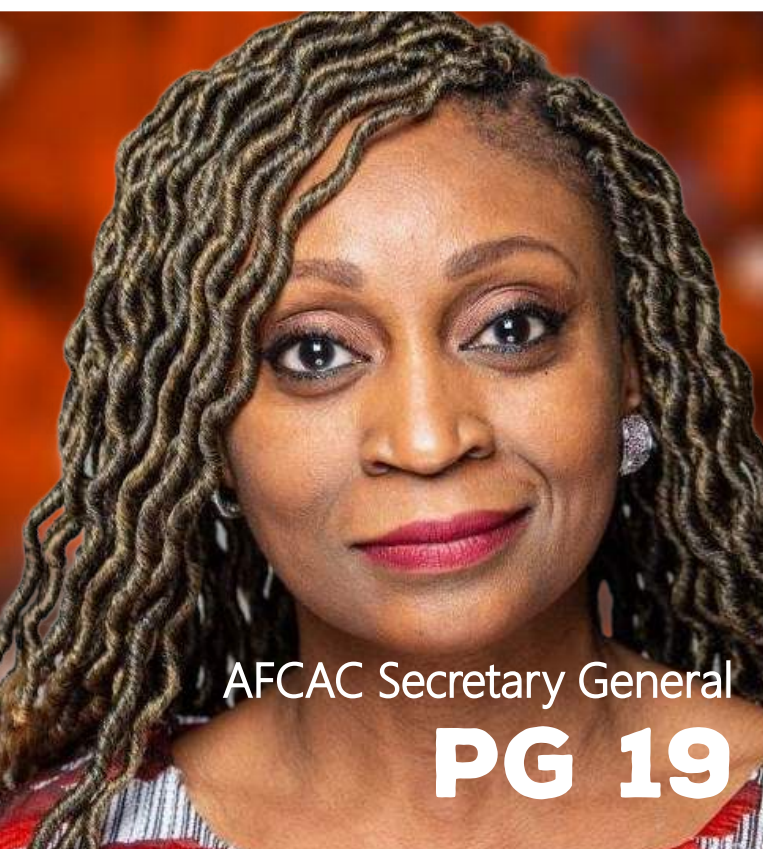
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As MD African Operations

Publisher's Thoughts

Celebrating Africa's 2023 Wins in Aviation And Visa Openness Index



"Trade is not done in a vacuum. It's people that trade. Apart from the fact that you need connectivity, you also need freedom for people to move from one place to the other."

– Dr. Akinwumi A. Adesina
President, African Development Bank Group

Permit us to celebrate the progress Africa recorded in 2023.

According to Africa Focus report by International Air Transport Association IATA, "African airlines have experienced a swift recovery in 2023, witnessing a remarkable 87.1% year-on-year growth in revenue passenger kilometers (RPKs) during the first quarter, bringing RPKs to only 9.4% below their 2019 levels".

According to a report on Africa Visa Openness Index (AVOI) by African Development Bank Group, key matrices show that in 28% of all intra-Africa travels, African citizens did not require a visa as against the 27% in 2022 and 20% in 2016.

It gets better. Speaking during the opening of 23rd World Travel & Tourism Council Global Summit in Kigali, Julia Simpson – The President of WTTC – said that the forecast over the next 10 years is even brighter, as Africa's tourism sector is set to grow by 5.1% annually.

This edition of Afri Diplomat magazine is themed 'Aviation Diplomacy' and very few subjects are as close to the heart of aviation as visa policy. A certain airline has the potential of filling up its planes from Lagos to its hub, for a minimum of 5-times-in-a-week frequency, but it is limited to 3-times-a-week frequency, with vacant seats sometimes. This is because of the visa policy of its country of origin, concerning Nigeria and vice versa.

Flights to some destinations within Africa are ridiculously expensive, because frequency is next to nonexistent. So, the airline that braves it to fly that route must find a way to make business

sense of it. The problem isn't necessarily because of uninteresting nature of the destinations or the lack of visitors to bucketlist them, but the encumbrances and unfriendly pricing that typify the visa regime of these destinations. This is why SAATM not realize its potentials until African leaders gather around the table to ensure we stop shutting the door against ourselves.

Special thanks to the President and people of Rwanda for showing leadership and joining Benin, The Gambia, and Seychelles in the visa-free arrangement, as we journey towards a fully integrated, sustainably prosperous future of Africa.

I can at least speak for my country Nigeria. The United States Embassy and Consulate in Nigeria declined more than 65% of B1 and B2 visa applications they get and charge one of the highest. In 2022, 71% of the F-1 students visas were denied. They recently increased their non-immigrant visa fees from \$160 to \$185. and no one has questioned them. So, I won't question Kenya on what she has sovereign rights over, just because she's an African nation.

Every country reserves the right to determine their own visa regime, but they must do this with their full chest. Kenya needs to feel free to remove the phrase 'visa-free' from that new arrangement of theirs known as Electronic Travel Authorization. This is not different from what we've been used to in the last few years.

Well, again, I need to cut Kenya some slack and ask if the \$30 that the eTa attracts is a one-off. In other words, will the eTa cover multiple entries for a minimum of one year? If it will, then this is definitely a new and welcome development. Still, it is not visa-free. If it's going to be of 30 or 90day validity, then this is practically e-visa disguising as visa-free.

My comments so far is based on the information provided by the Kenyan government. I also gathered that there are still ongoing trainings and troubleshootings, as per the new eTa arrangement.

While we await full information concerning Kenya's 'new' visa policy, this is me wishing Africa a continent and where travel is simplified on all fronts – in 2024 and beyond.

Sooko Deji Ajomale-McWord

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the publication dedicated to spotlighting Africa's diplomatic missions and her diaspora across the world



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Boeing Appoints Amb. Henok Teferra Shawl As MD African Operations

H.E. Henok Teferra Shawl, Ethiopia's former ambassador to France, Spain, Portugal, The Holy Sea and Monaco has been appointed by World's number 1 manufacturer of aircraft — Boeing — to steer the affairs of its operations and maintain its relationships within the African market.

He will be operating from the company's African office recently opened in Addis Ababa, Ethiopia.

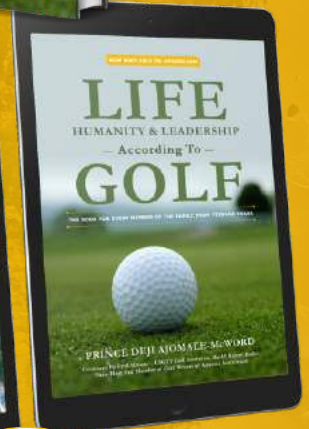
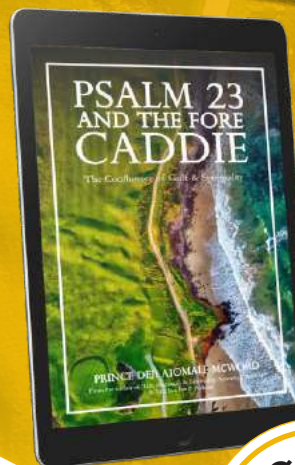
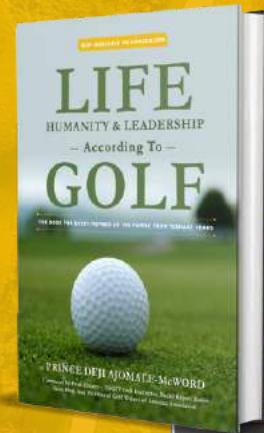
Amb. Teferra has over 20 years of public and private sector experience in aviation, diplomacy, and international relations. Before his diplomatic career, Teferra spent over a decade working in the aviation industry, where he held various senior leadership positions at Ethiopian Airlines, including vice president of strategic planning and alliances, vice president of corporate strategy, communications, and director of corporate strategy and government affairs.

In another previous role as CEO and board member of ASKY Airlines, he was responsible for managing the airline's operations, which operates in West and Central Africa.

Prior to his appointment at Boeing, he served as Chief External Affairs and Regulatory Officer at Safaricom.



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Cultural Diplomacy:

The Underutilized Soft Power for Peace

Mike Dada

Introduction

In an interrelated world where geopolitical trepidations and conflicts seem to dominate headlines, the role of cultural diplomacy as a potent tool for peace often remains underestimated.

Cultural Diplomacy (or “Diplomacy of cultures”) has been in existence for centuries with evidence of its practice being seen throughout history, while the term *Cultural Diplomacy* has only been established recently. At its core, cultural diplomacy involves the exchange of cultural expressions, traditions, and ideas between nations, to create a deeper appreciation and understanding of each other's uniqueness and peculiarities. The concept dates back to ancient times when travelers, scholars, teachers, sports men and women and artists facilitated cultural exchange along trade routes and through diplomatic missions. Today, it has evolved into a more structured practice, involving government initiatives, non-governmental organizations, educational institutions, and grassroots movements.

The Essence of Cultural Diplomacy

What is cultural Diplomacy? As a form of academic definition, according to the Institute of Cultural Diplomacy, Cultural Diplomacy may best be described as a course of action which is based on, and utilizes the exchange of ideas, values, traditions and other aspects of cultural identity. Whether to strengthen relationships, enhance socio-cultural cooperation, promote national interests and beyond; cultural diplomacy can be practiced by either the public sector, private sector or the civil society.

While conventional diplomacy relies on political maneuvering and economic leverage, cultural diplomacy – a form of soft power – offers an alternative approach to fostering global understanding, cooperation, and ultimately, lasting peace.

By promoting mutual respect, empathy, and shared human experiences, cultural diplomacy has the potential to bridge gaps between nations and pave the way for meaningful dialogue and collaboration.

Countering Prejudice and Stereotypes

One of the most noteworthy advantages of cultural diplomacy lies in its ability to challenge prejudice, ignorance and stereotypes that often contribute to misunderstandings and conflicts. When people from different jurisdiction and cultures interact and engage in cultural exchange programs, they gain firsthand experience of each other's customs, traditions, and way of life. This personal connection fosters empathy, dispels misconceptions, and highlights the shared values and aspirations that unite humanity. By breaking down barriers of ignorance and misconceptions, cultural diplomacy sets the stage for greater tolerance, mutual understanding and peaceful coexistence among people of the world.

Building Trust and Cooperation

Traditional diplomacy often faces challenges due to conflicting national interests and geopolitical rivalries. Cultural diplomacy,

however, can transcend socio-political differences and build trust through shared cultural experiences occasioned by cultural program activations. By showcasing a nation's cultural heritage and contemporary artistic expressions, it opens up avenues for dialogue that can lead to deeper understanding and collaboration on common challenges, such as environmental issues, public health, and cultural preservations.

Promoting Interconnectedness

The digital age has revolutionized how cultures interact and share information, making cultural diplomacy more accessible and impactful than ever before.

With the click of a button, people can experience the music, art, literature, and traditions of distant cultures, thereby promoting a sense of interconnectedness that transcends borders.

This interconnectedness fosters a global community where individuals can relate to one another on a human level, cultivating an appreciation for diverse perspectives and contributing to a shared vision of peace.

Education and Communication as Key Catalysts

Education and creating awareness play pivotal roles in advancing cultural diplomacy. By promoting international exchange programs, festivals, scholarships, and cultural immersion experiences, educational institutions can nurture global citizens who embrace cultural diversity and seek peaceful resolutions to conflicts.

Students and individuals exposed to cultural diplomacy are more likely to become future leaders with a broader perspective, capable of engaging in cross-cultural dialogue and forging peaceful relations between nations.

Government and Civil Society Collaboration

To fully harness the potential of cultural diplomacy, both governments and civil society must collaborate. Governments can provide institutional support, funding and sponsorship for cultural exchange initiatives, festivals, and artistic collaborations. In addition, they can facilitate visa processes and reduce bureaucratic hurdles to encourage cross-cultural interactions. Non-governmental organizations and grassroots movements can also contribute by organizing people-to-people exchanges and promoting cultural understanding at the community level.

Conclusion

In a world contending with complex challenges and political disharmony, especially in Africa where an integrated, prosperous and peaceful continent is urgently desired, cultural diplomacy offers a compelling and surest path to growth – if activated.

By emphasizing shared values, fostering empathy, and promoting interconnectedness, this form of soft power can break down barriers and build bridges between nations. Governments, institutions, and individuals must recognize the significance of cultural diplomacy and work together to ensure its integration into foreign policy strategies. Only by harnessing the power of cultural diplomacy can we pave the way for a more harmonious and peaceful global community.



Sustainability is no longer a fancy word thrown around by fancy people. Our very continual existence on this planet is dependent upon it. Sustainability is now the concern of even a discerning market woman, and we need to improvise ways to indigenize communication on sustainability, in a way that market women can understand, because each and everyone of us have carbon footprint and many are the masses than the fancy.

– Soókò Deji Ajomale-McWord

Sport is both a tourism product and a tourism platform. Both sport and tourism are interrelated and complimentary to each other. Both are powerful forces for sustainable development.

– Desmond Chiji - Laliga

Tourism is a demo version for migration, therefore, the hospitality and banking industries are very crucial in the fight against human trafficking.

– Victor Lutenco - UN IOM



Communique: UN IOM, Laliga Team Up With Organizers To Advance SDGs At Sport, Tourism & Diplomacy Forum

With the chief goal of advancing United Nations Sustainable Development Goals through sport and tourism viz-a-viz 'Sport for Climate Action' and Glasgow Declaration; organizers of African Sports Tourism Week on the 6th edition changed the name and advanced the direction of Africa's premier and pan-African sports travel trade event, as the event metamorphosed into 'Sport, Tourism & Diplomacy Forum'.

The event which held at and in partnership with Radisson Blu Ikeja had collaborative participation from United Nations International Organization for Migration and Laliga, who saw the platform as a great platform to promote and create awareness about the works that they do viz-a-viz SDGs.

Also in attendance were delegates of United Nations High Commission for Refugees. In his opening speech, Victor Lutenco - Head of IOM Lagos Sub-Office and Senior Programme Coordinator (Migration Management), who represented IOM Chief of Mission to the Federal Republic of Nigeria - Laurent M.J. Beck - said "unfortunately, sport and hospitality represent the space where we see a lot of human trafficking in Nigeria and other parts of the world. Wherever you find human suffering caused by illegal trafficking; there IOM steps in.

The traffickers and smugglers in

their organized networks are the ones coordinating the migration pathways, using sport as recruitment platform. This is why IOM in partnership with government is trying to help with this talent/ skills exchange pathways that make migration safe, by providing corridors of support. This is how we play our part in advancing SDG target 10.7 in Nigeria".

When asked during a Q&A session, how the work that UN IOM does are related to tourism, Lutenco said that tourism is a demo version for migration, therefore, the hospitality and banking industries are very crucial in the fight against human trafficking, because the people in these two sectors come in direct contact with these traffickers. Financial records are able to show red flags. "Nigeria, to many people out there, is a subcontinent given its diverse and vast geographical, linguistic, ethnic and cultural heritage. So, it's important for Nigeria to be able to receive and manage safe movement internally. Need I also add that one of Nigeria's most robust resources is its diaspora?" Lutenco added.

Laliga Global Network Delegate to Nigeria and Ghana - Desmond Chiji - who led the Laliga Talk spoke on how the Spanish brand uses public diplomacy to blend in and help the communities where the institution finds itself. "Our idea is not just to help the communities, but also to be part of the communities.





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We believe in creating opportunities and pathways to global stage for talents in these communities. This, we believe, inspires others and encourages them to aspire to greater heights. This is what we are currently doing in partnership with Nigeria Women Football League. We are big on gender equality, which is one of the SDGs. We believe in what we are building with IOM and Sport, Tourism & Diplomacy Forum, because sport is a major driver of tourism. We see sport as a tool for diplomacy, peace and development.

Sport is both a tourism product and a tourism platform. Both sport and tourism are interrelated and complimentary to each other. Both are powerful forces for development. Spain is a proof of what these two can do for a nation's economy and social strata. Education must go hand in hand with sport, because not everyone will make it in football. Those who don't make it in soccer can find usefulness for themselves and the society, with the education they've gotten.

Through the Laliga Academy, we are driving exchanges that are developmental in nature, between Nigeria and Spain and both the Spanish Consulate and Nigerian Ministry of Foreign Affairs are carried along", he added.

Speaking to newsmen after the forum, the convener and founder of Sport, Tourism & Diplomacy Forum - Soókò Deji Ajomale-McWord said "Sports tourism is a \$500.32bn industry. In 2022, The global travel market contributed 7.7 trillion U.S. dollars to gross domestic products. You can imagine the size of the carbon footprints from industries that can churn out figures like the ones aforementioned. This is why we believe that COP29 will do well to specially accommodate robust and solution oriented conversations around Glasgow Declaration and 'Sport For Climate Action'".

When asked why the event changed gear in the direction of sustainability, he said "Sustainability is no longer a fancy word thrown around by fancy people. Our very continual existence on this planet is dependent upon it. Sustainability is now the concern of even a discerning market woman, and we need to improvise ways to indigenize communication on sustainability, in a way that market women can understand, because each and everyone of us have carbon footprint and many are the masses than the fancy".

Soókò Deji posited that lack of a single global body governing sport like tourism has UNWTO (and WTTC for the private sector) could slow it down from playing its part in climate action, but responsible

leadership at the helm of affairs, at the federations and confederations can step up to the plate.

Hon. Damilare Orimoloye, Senior Special Adviser to The Governor of Lagos State on Sports and Hon. Dr. Elizabeth Idoko-Okogun, Special Adviser to The Governor of Benue State on Youth & Sports Development both spoke extensively on ongoing sports and youth development programmes and projects, and ones in the pipeline in their respective states.

PANEL SESSIONS

The Forum also featured panel sessions on SDGs in relations to the roles of sport, tourism and media.

Tourism & Green Investments Broken Down: SDGs 11, 12, 13, 6

On this panel session were Yvonne Joseph - the Creative Director of Beyond Media and Abiola Adelana - Head of Tourism Business at Sterling Bank. Moderated by Nnennaya Fakoya-Smith - CEO of Nene-Uwa Hub, the session xrayed practical examples of green investments around the tourism space. Abiola spoke about Nike Art Gallery and Ikogosi Warmspring Resort, as success stories of the alternative energy source that Sterling Bank is encouraging tourism businesses to explore, by leading by example, having had its own head office fully powered by solar energy.

Abiola also spoke about Nigeria's first commercial electric vehicle charging stations, which the bank equally introduced to the country, and how the brand rewards those who pick wastes and dispose them properly in a waste bank. According to her, sustainability may seem like spending, but in the end, it makes more economical sense. She advocated for more green pacts and practices.

Yvonne stressed the need for responsible production and consumption.

She advised that individuals should not just leave sustainability actions to destination custodians, but also strive to apply them in their private lives.

Together, both panelists stressed the importance of the SDG 17, which is partnership on goals.

Smart & Right Application of Sport Infrastructure To Human Settlement: SDG 11

This panel session was moderated by Deji Omotoyinbo, a renowned sport journalism veteran. The panelists were Hon. Damilare Orimoloye, Senior Special Adviser to The Governor of Lagos State on Sports, Hon. Elizabeth Idoko-Okogun, Special Adviser to The Governor of Benue State on Youth & Sports Development, Opeyemi Babalola - The CEO of Webber Engineering and Moyo Ogunseinde - Chairperson of Lagos State Gymnastics Association and founder of Upbeat Centre. Hon. Orimoloye shared on Lagos State plans to turn under-bridge spaces into safe sporting grounds in different local community development areas with a PPP approach.

Opeyemi who has partnered Giants of Africa in planting basketball courts across Africa, hammered on the need to factor in sustainability from the conceptualization stage of sport infrastructure, while also minding how to make one facility serve multiple purposes. He cited as example of sustainability initiative, the regulation in Lagos that requires him as a sport facility construction engineer to get permit from LASPARK before pruning or falling a tree that's in the way of construction, because the agency will have to plant another to replace every fallen tree.

He added that, for sport facilities to be environmentally sustainable and remain in impeccable condition for continual use, there's need to factor in multipurpose utility plan and sustainable revenue generation plan from the conceptualization stage, without allowing political interests to get in the way.

Hon. Elizabeth shared on the green

initiatives that Benue is currently taking viz-a-viz cluster sport facilities and other elements in the urban and rural settlements, with interagency and inter-ministry collaboration. She mentioned the need to have research backed policies that make sport mandatory in education, as this would deepen the sense of need to not just plant sport facilities, but also plant them where they are most accessible to communities and ensure they are put to sustainable use.

Moyo Ogunseinde who posited that sustainability is wholistic consideration of long term impacts of actions and inactions of today, on the next generation, the environment and economy, said that sport is extremely important in developing urban centers, unfortunately we don't consider that in our designs and legacy plan, because sustainability is legacy.

Recommendations

1. The panelists all agreed and recommended that there's a need to improve on the per-facility-to-persons availability ratio and the need to incorporate sport facilities into community development plans.

2. Need for sports trust fund with genuineness of purpose

3. Stakeholders need to be able to quantify and communicate benefits of investment in sports.

4. Sport infrastructure shouldn't be an afterthought and where it seem to already be, administrators should be more intentional about incorporating it into existing settlements The Media & Agenda 2030

1

Desmond Chiji — Laliga Global Network Delegate to Nigeria and Ghana

2

Victor Lutenco — Head of IOM Lagos Sub-Office and Senior Programme Coordinator (Migration Management)

3

L-R
Deji Omotoyinbo — Veteran Sports Journalist, Moyo Ogunseinde — Chairperson of Lagos State Gymnastics Association, Hon. Elizabeth Idoko-Okogun — Special Adviser to The Governor of Benue State on Youth & Sports Development, Hon. Damilare Orimoloye — Senior Special Adviser To The Lagos State Governor on Sport and Opeyemi Babalola — CEO of Webber Engineering after appearing on a panel that discussed 'Smart & Right Application of Sport infrastructure To Human Settlement: SDG 11, at at Sport, Tourism & Diplomacy Forum

4

L-R
Debbie Larry-Izamoje — COO Of Brila Media, Sòókò Deji Ajomale-McWord — Organizer of at Sport, Tourism & Diplomacy Forum, Onyinyechi Ogu-Obaroh — Sport Anchor on News Central and Babajide Alaka — Associate Editor of Premium Times after discussing the panel topic 'The Media & Agenda 2030'

5

L-R
Nnennaya Fakoya-Smith — CEO of Nene-Uwa Hub, Abiola Adelana — Head of Tourism & Arts Business at Sterling Bank and Yvonne Joseph — Creative Director of Beyond Media discussing the topic 'Tourism & Green Investment Broken Down: SDGs 11, 12, 13, 6, at at Sport, Tourism & Diplomacy Forum



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AFCAC
Secretary General
**Adefunke
Adeyemi**



Adefunke Adeyemi - Secretary General of African Civil Aviation Commission

Aviation Diplomacy:

Why African Civil Aviation Commission Is An Answer To A Prosperous Africa - Adefunke Adeyemi

Prince Deji Ajomale-McWord

From the moment the Wright Brothers invented the first aircraft and the world accepted it as a gift that will keep giving, aviation has been playing major role in shaping the world politically, economically and socially. As much as war isn't something to celebrate; we must acknowledge that no world war has been executed without aviation. And when the League of Nations – the predecessor of United Nations – was formed on the 10th of January, 1920, to promote international cooperation, aviation made its first gathering possible on the 15th of November of same year. According to Smithsonian National Air Space Museum, the first planes exclusively designed for passengers were delivered in the 1920s.

Till date, United Nations General Assembly won't happen without aviation. The world is a chaotic place that is always in constant need of impromptu and preplanned meetings and gatherings aimed at negotiating peace, prosperity and understanding.

Without aviation, diplomacy itself cannot thrive. Aviation has made it foreign service possible. No diplomatic posting can effectively take place without aviation.

A good part of the job description of every nation's diplomat is overseeing and encouraging people of his/her host country to travel to and tour the country that employed his services – in a structured and legal manner – and for him/her to effectively deliver on that; both countries must be friendly with each other on BASA level

On the other hand, aviation in the 21st century needs diplomatic



engagements to survive. No BASA, no aviation. This is why every continental governing body with diplomatic mission status has a specialized agency that mans civil aviation on the continent. African Union Commission has AFCAC. European Union has EASA, Even United Nations has ICAO.

All of these informed Afri Diplomat magazine editorial board's decision to theme this edition 'Aviation Diplomacy', as the Editor-in-Chief caught up with the Secretary General of African Civil Aviation Commission – Adefunke Adeyemi – on the sidelines of 7th Aviation Africa Summit. She spoke on the role AFCAC plays in bringing the 54 African Union member states around the table of integration and development.

You've had quite a journey through the international aviation

system — from AITA to AFCAC. Could you please tell us how it all started and how it's going?

I actually started my career as a lawyer and I practiced law in Nigeria, for 7 years before I started working with Virgin Nigeria as company secretary and general council in 2004. So, that's how I started my journey in the industry — as a lawyer.

Learning about the industry, I found it fascinating and given the fact that I've always had love for law and travel; I saw working in the industry as an opportunity to combine my two loves. It's been quite an interesting journey and a way to learn some more about the industry.

And then, I was headhunted by International Air Transport Association, where I had a 13-year career in different capacities, including regional director for Africa, after which I made an exit and assumed the position of Secretary General of African Civil Aviation Commission.

That is the account of my journey so far in the aviation industry, one that I find interesting and fascinating. First of all, from the standpoint of personal fulfillment; I get a chance to make a difference for my continent and my people. It's exciting also because we are trying to transform the face of African aviation.

Would you say that diplomacy and aviation are interdependent?

Absolutely. You know, that's a very insightful question. A lot of people don't connect the two. The role I am playing right now has three components. There's the ceremonial. There's the diplomatic and political, and there's the functional. The functional is doing the work itself, but the work itself requires a lot of diplomacy and that's one part of the job we are trying to highlight.

I'd like you to please expatiate a little more on how aviation needs diplomacy and vice versa.

Let's talk about the big picture. Aviation is one of the driving forces for growth as determined by the African Union. One of the agendas of the African Union is to integrate Africa and make it more prosperous, and aviation has been identified as one of the requirements for that. In fact, sustainable aviation is the number one project for the integration of Africa.

From that point of view and knowing that Africa is not a country, but a continent with 54 member states; it's important to be able to engage with all the stakeholders, address them in a manner that brings everyone around the table of integration. It is all political.

Aviation involves access. I can't fly into your country, except with your permission. This calls for engagement at ministerial, technical, civil aviation, airport authorities, even at presidential levels. This is where diplomacy comes in. You've got to engage diplomatically with other nations.

There's also the element of diplomacy from the point of view of the agreements that are entered into – air services agreements, international treaties etc. Looking at it from harmonization standpoint, you can't harmonize with one country. It can only be with a group of countries. To achieve this, multilateral relations is needed.



Adefunke Adeyemi and Mark Brown - Organizer of Aviation Africa Summit

What's the original purpose of AFCAC as a specialized agency of the African Union?

AFCAC was established in 1969. In the year 2000 or thereabout, it was made an organ of the African Union as a specialized agency. The reason it is called specialized agency is because aviation is a specialized area and it's got standards, safety and regulations as an international system.

AFCAC is the body responsible for civil aviation on the continent. That's the purpose. It is also the executing agency for Single African Air Travel Market and Yamoussoukro Declaration. It is our role to facilitate the implementation of these agreements and to create a Single African Air Travel Market.

Our purpose fits into the bigger purpose. The bigger purpose is Africa's integration. Objectives of the Organization for African Unity back then were and still are regionally integrated, united and a prosperous Africa. Aviation and AFCAC play an integral role in the actualization of that.

Like I mentioned earlier, you've gracefully journeyed through the international aviation system and you've seen things from the inside; what are the challenges Africa experiences in the international space?

I'd say that one key opportunity for Africa in the international aviation system is the strength in its numbers. The fact that we have 55 countries and if we are able to coordinate and align with one another; then we can achieve a lot more in the international scene. The challenge could be that because Africa is made up of 55 countries, it is a fragmented approach. It's always easier to negotiate when the countries are fewer. It gives room for common approach.

Take us through SAATM and what it holds for Africa.

Like I've said on many occasions; SAATM will connect Africa better. It is designed to liberalize the airspace of Africa and African market. That will open things up. We have to ensure that we support it. We aren't just creating jobs and contributing to GDP. It is also business imperative. The benefits are manifold.

For the people in the industry, it is important to generate revenue, so, the more traffic SAATM is able to help the continent to stimulate the better Africa is.

What we are doing is to approach it cluster by cluster of countries, while addressing different elements in those countries. We are addressing the regulatory framework. We are addressing air services agreements templates. We are addressing operational framework. We are addressing the non-physical barriers. We are addressing visa openness etc.

“ Aviation involves access. I can't fly into your country, except with your permission. This calls for engagement at ministerial, technical, civil aviation, airport authorities, even at presidential levels. ”



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7th Aviation Africa Summit

A Reportage of Issues Addressed, Agreements Signed and Business Deals Sealed, As The City of Abuja Hosted The Aviation World

● South Africa And Nigeria Sign Bilateral Agreement On Safety Regulation ● Embraer & Air Peace Strike A Deal



Aviation Africa celebrates The Opening of Its Biggest Event To Date

credit: www.timesaerospace.aero



"It's not before time," underlined Summit Chairman, Alan Peaford.

Speaking at the opening ceremony, he explained that the first summit was held nine years ago in Dubai as there were too many visa restrictions for those traveling between African countries to host it on the continent. "However, within a year Rwanda had completed the process for visas on arrival, paving the way for where the event needed to be," he continued.

As the most populous African country with a population of more than 200 million, the promise of Nigeria and the wider West African region has plenty to offer the global aerospace industry. "However, this is not a new promise, or one will see easily fulfilled as there are many factors inhibiting growth," Peaford pointed out.

A lack of investment in infrastructure, high taxes, workforce challenges, poor connectivity and a lack of MRO facilities are all challenges that the industry continues to face. "We've seen many new and often repeated initiatives and great ideas, but they've stumbled through inertia or strong resistance. We must find a way forward, but it has to be an African way," said Peaford as he noted the global industry may have shared goals, but we have to recognize these can be achieved in different ways.

"For those outside the continent we must recognize we can benefit from learning the African way." Picking up on this last point, Adefunke Adeyemi, Secretary General AFCAC, commented that it's important to remember the African way is unique to each African country, as she emphasised that the Single African Air Transport Market (SAATM), which was officially launched in 2018, remains key to unlocking Africa's potential. "To fly from Dakar to Lagos is not easy, nor is it easy to travel between other African countries," she said revealing it can take 1.5 days to get from one African country to another.

While 44 countries are already signed up to SAATM, the challenge now is pushing ahead with its implementation. "We're looking at the countries that are willing to move forward and working with them to do so," said Adeyemi. AFCAC launched its Pilot Implementation Project (PIP) at the end of 2022 to drive forward the implementation of SAATM using a tiered approach with the initial phase focused on engaging with ministers to make them aware of whether the SAATM they signed is really being implemented.

"The focus now," said Adeyemi "is granting fifth freedom traffic rights to stimulate the market in a different way as it enables access to new markets. Since launching SAATM PIP in November we've launched 11 new fifth freedom routes with more opening soon." If SAATM isn't implemented, Adeyemi warned Africa will lose additional economic growth of US\$4.2 billion over the next two years.

Meanwhile, IATA's regional VP, Kamil Al-Alwadhi referenced that airlines in Africa face a unique set of issues that are not the same as elsewhere. "In Nigeria an airline would need to pay 26% interest on any loans they take, while insurance can be 10 times more expensive than elsewhere, safety incidents are eight times



higher and excessive fees on the continent in terms of fuel and airport charges are further hindering growth."To address these challenges, IATA introduced its Focus Africa initiative in April this year to align private and public stakeholders in strengthening aviation's contribution to Africa's economic and social development, while improving connectivity, safety and reliability.

"We need to take a holistic view on addressing these challenges. Africa accounts for 18% of the global population but just 2.1% of air transport activities. We need to close that gap," Al-Alwadhi said. Responding to Al-Alwadhi's concern about high airport and fuel charges, Lieutenant General Mohamed Abbas Helmy, Minister of Civil Aviation Egypt said it was essential to increase airport charges to develop infrastructure in line with increasing demand.

"We are fully aware of the financial burdens our African companies incur whether it's in terms of rising service prices, which are up to 8% higher than the industry average or fuel prices which represent more than 30% of operating costs and are 12% higher than the average global prices. However, it's a practice that's followed by most international airports." Helmy also stated that while the challenges in Africa are great, the opportunities are also promising.

"We as governments on the African continent must face these challenges so that they do not affect the capabilities of this vital sector to grow and develop."With sustainability an ever-pressing focus across the sector, Dr Oliumuywa Benard Aliu, Lifetime Goodwill Ambassador and Former President ICAO council underlined the disproportionate impact of climate change on developing countries.

"Every state must do its part to limit carbon emissions and we must fully support the aviation sector's targets including the long-

term goal of net zero by 2030. Active involvement in climate change mitigation represents a challenge, but also a tremendous opportunity to build collaborative partnerships and technological advancements."While sustainable aviation fuel (SAF) is not widely available globally, let alone in Africa, Aliu also said the "development of SAF will be a key selling point for retaining existing and attracting new airline customers. As such developing SAF infrastructure is key and we need to collaborate closely with other stakeholders to increase the production and distribution of SAF across Africa.

The morning session wrapped up with Festus Keyamo. The Honourable Minister of Aviation and Aerospace development describing the development of aviation as a vital catalyst for growth and advancement of modern society and integral to achieving the United Nation's sustainable development goals. "It is the current government's goal to make Nigeria the home of aviation in Africa," he said. The government is actively seeking foreign investment to enhance the sector with various projects in the pipeline to upgrade the airport infrastructure, including the construction of a new runway in Abuja and plans to develop an aerotropolis, for which a site has already been secured.

"We are also seeking major players in the aircraft leasing sector to invest in Nigeria by providing state-of-the-art aircraft and want to develop a maintenance, repair and overhaul (MRO) facility as this doesn't exist currently in West Africa, so aircraft are being flown elsewhere for maintenance."Reiterating the government's support for Nigeria and West Africa's aviation industry, Keyamo concluded that the Aviation Africa summit provided an ideal opportunity to network, address the challenges and find solutions that can be implemented to help advance Africa's aviation sector.

Air Peace boosts fleet with Embraer jets and MRO deal

West Africa's largest carrier — Nigeria based Air Peace — joined Brazilian manufacturer Embraer and Nigeria's new Minister of Aviation & Aerospace Development, and the country's Director General of civil aviation on the stage of the Aviation Africa Summit to cement a milestone deal.

The OEM and the airline had worked through the night to finalize negotiations for Air Peace to buy five E175 regional jets with options for five more. But as part of the agreement, a new MRO facility will be developed in Nigeria to support maintenance on the regional jet types. Chairman and CEO of Air Peace, Allen Onyema, told the Summit audience that the MRO agreement was in line with a new initiative by the new minister, Festus Keyamo, to ensure fleet growth would be matched by inward investment in service support. "This is good for Nigeria, good for West Africa and good for the whole of Africa," Onyema said.

The aircraft deal worth just under \$300 million will see them replacing existing Embraer ERJ145 fleet. Already an operator of Embraer's newest and largest jet, the E195-E2, these smaller aircraft will complement the airlines' existing fleet, allowing Air Peace to dynamically match capacity to demand, protecting yields and route viability. Onyema, said: "This is another important step in helping to realize our ambition to connect



the whole of Nigeria with the entire African continent, while also feeding passengers into long-haul flights from our Lagos hub. The acquisition enables us to continue delivering on our 'no-city-left-behind' initiative – connectivity is what our passengers, and Africa, demand.

Stephan Hannemann, Embraer Commercial Aircraft Head of Africa & Middle East Region said: "Air Peace's strategic and innovative approach continues to make them a powerhouse of aviation success in West Africa. Already an E2 operator, it now makes sense to upgauge their ERJ145 fleet, offering passengers more seats and comfort with the E175. The commonality of the cockpits between the E1 and E2 fleet also simplifies aircrew costs and management," he said.

South Africa And Nigeria Sign Agreement On Safety & Connectivity



With the chief aim of enhancing connectivity and improving safety standards; Nigeria entered into a bilateral agreement with South Africa. The agreement was signed by the Director Generals of the civil aviation authorities of both countries — Musa Nuhu and Poppy Khoza, during Aviation Africa Summit in Abuja, Nigeria

The Call To Leadership

Book Review by
Dr. Adun Okupe

The first time I connected with Anita was in 2013. At the time, I was working on my PhD looking at strategic leadership in the tourism industry. Anita Mendiratta was connected to me because of her work on South African Airways with Mr Kalawe, the then CEO of the airline.

Kigali, Rwanda, 2023, I got a chance to meet Anita, we had kept in touch throughout the years and it was good to connect in person. The WTTC summit engaged with tourism leaders from around the world, and listening to them speak, connect the issues in the industry and share their organizations' strategic directions for the coming years, demonstrated again, how important the travel and tourism industry is to the global economy, and how necessary it is to have at the helm, leaders who understand the dynamic, fragmented and complex nature of the industry.

This deep understanding of leadership, and its presentation of people we don't necessarily see or hear, but who influence our travel and tourism experience is what Anita has been able to present in her book, The Call to Leadership.

Its focus on the COVID-19 pandemic provides a documentation of the event whilst it is still in recent memory, but will undoubtedly become even more important in later years, when people will seek to study how the travel and tourism industry navigated the

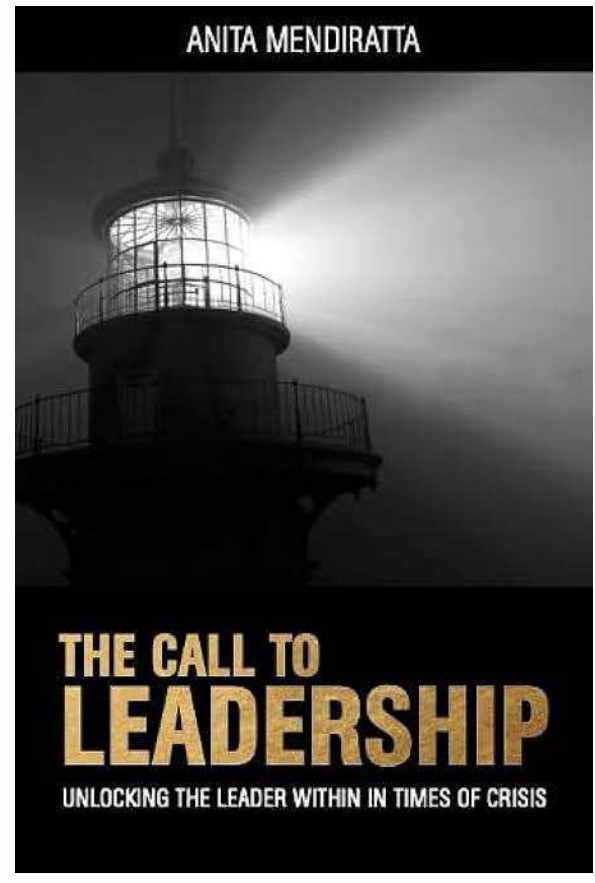
pandemic, the rationale behind some of the decisions taken, and a reflection on the experience of crisis management.

As the world becomes even more interconnected, the role of the travel and tourism industry will be heightened, and understanding how its current leaders think and make decisions, will guide future leaders as they step into these senior management roles.

The travel and tourism industry requires a certain type of leader, one with resilience and a capability for navigating uncertainty, making crucial timely decisions, whilst providing exceptional service quality for the travelers and tourists of their airports, airlines, hotels and wider destinations. Is there a call to leadership? Who makes the call? Who decides what the role looks like? Who evaluates? Who encourages?

The call to leadership, from this book, appears to be a self-initiated call, stepping into a position that needs to be filled, choosing to take responsibility for, even when it is not required, because it is the right thing to do.

This deep understanding of leadership, and its presentation of people we don't necessarily see or hear, but who influence our travel and tourism experience is what Anita has been able to present in her book, The Call to Leadership.



The awareness of what is right, and what is wrong, and what is required, and being proactive about acting in these situations, are markers of effective and outstanding leadership. Indeed, the responsibility for employees, and choosing to lead and inspire them through a tough and difficult pandemic, with no way to predict the outcomes, portrays the deeply human nature of the tourism industry, and its humane nature, even in the midst of conversations about how to make the industry more attractive to talent.

My one question is why only twenty leaders, but again, I know how long it took for me to get to speak with fifteen leaders (18 months, if you were wondering) and so, I look forward to subsequent books that capture other leadership voices from our industry.

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Rwanda 2023

World Travel & Tourism Council Global Summit

It was the 23rd edition of World Travel & Tourism Council Global Summit and the nation of a thousand hills was the anointed host — the first in Africa, actually.

Staged under the theme ‘Building Bridges To A Sustainable Future’, the global summit attracted the global travel trade community. It also attracted diplomats of different countries, ministers of tourism, the Vice President of Burundi — H.E. Prosper Bazombanza, The President of The Republic of Tanzania — H.E. Samia Suluhu Hassan and the chief host of the summit — H.E. President Paul Kagame.

The Vice President and the two Presidents took turn to highlight what their respective countries have to offer in tourism. While giving his opening remarks, President Kagame said that after Rwanda’s dark hours, the leadership of the country looked to tourism as it sought to rebuild the nation and Rwanda has not been disappointed by the decision to prioritize tourism.

“Conservation is a part of our strategy to build a more sustainable future. We are delighted that Nyungwe National Park is now a World Heritage Site”, he added. President Kagame lamented the high cost of travel within Africa. He dwelt on the preponderance of Single African Air Travel Market and why African leaders must rally around AFCAC to see to the implementation of Yamoussoukro Declaration, while removing restrictions on visas for every citizen of African countries.

“Make no mistake about it. Any African can get on a plane to Rwanda whenever they wish, and they will not be charged a dime for visa”, he announced. He stressed the importance of not losing sight of the African travel market, as Africans are the future of travel, because Africa’s middleclass continues to grow.

In her open remarks, President Samia said that the choice of Africa, and in particular Kigali, as the host of this important event is deliberate, because Africa and tourism are inseparable.

"Therefore, it is in order for those in travel and tourism to gather in Africa. It is indeed a fact that Africa is blessed with rich and abundant touristic attractions", she added.

She revealed that tourism contributes about 17.2% to Tanzania's GDP and over 25% of total export earnings. She posited that if a country can gain this much from a single source, then it is certain that Africa can leverage on tourism to drive economic growth and create employment opportunities. She believes that for this to happen, Africa needs to take advantage of available platforms to reach global audience with compelling narratives about her heritage, culture and touristic endowments.

"Africa should tell her own story, on her own terms. We can no longer be silent in the face of fake news permeating everywhere. We must stand up and set the record straight", she concluded.

It was indeed a time of reflection and xraying key factors that will guarantee the sustainability of the tourism sector.

Sharing on why Rwanda was chosen as the host of the summit's first outing in Africa, Julia Simpson, the President & CEO of World Travel & Tourism Council said "the first time I came to Kigali, I had my suitcase packed with preconceptions. I had only been in Rwanda for 5 minutes and I already met a young man who owns a tech startup in travel. He told me how most people worked for the government, years ago, but now they've been encouraged and supported to set up their own businesses".

She went further saying that 10 years ago, Rwanda didn't rank in the top 150 countries with ease of doing business. Today, it ranks among the top 20. "In Rwanda, a new business can be registered in 6 hours", she hinted. She dwelt on Rwanda as a perfect example of what tourism can do for a nation, especially one that could have remained laid in the ruins of her past, but chose to embrace her past, as she looked to the future.

According to her, by the end of 2023, tourism in Rwanda is forecasted to be 8.2% of the country's GDP. It is the single largest source of foreign earnings and provides jobs for more than 350,000 people of Rwanda.

"President Kigame told me ahead of time that this summit shouldn't and wont be only about Rwanda, but about Africa as a continent. In just 2 decades, the inflow of tourists to the continent has more than doubled. 84million international visitors added 186 billion USD to Africa's bottom line, which accounts for 7% of the continent's whole economy", she added.

She went further revealing that the forecast over the next 10 years is even brighter, as Africa's tourism sector is set to grow by 5.1% annually.

The summit captured a wide range of thoughts on current and future trends in tourism, inclusivity and diversity, travel and technology, sustainability in broad spectrum.



After Rwanda's dark hours, the leadership of the country looked to tourism as it sought to rebuild the nation and Rwanda has not been disappointed by the decision to prioritize tourism.

– President Paul Kigame
President of The Republic of Rwanda

President Kigame told me ahead of time, that this summit shouldn't and wont be only about Rwanda, but about Africa as a continent. In just 2 decades, the inflow of tourists to the continent has more than doubled. 84million international visitors added 186 billion USD to Africa's bottom line, which accounts for 7% of the continent's whole economy.

– Julia Simpson
President/CEO, WTTC



Forget Kigali

Prince Deji Ajomale-McWord

Forget Kigali and its 3 districts. Nah. I didn't mean that. That'd mean that I'm drunk, but it is with a sober mind that I write this piece. How can I possibly ask you to forget the neatest city in Africa? What could I possibly be smoking that'd make me talk down on the sustainability king and fastest rising mice and sports tourism destination on the continent?

Well, I know that asking you to forget Kigali would make you consider me a skunkhead, because World Travel & Tourism Council's decision to anoint Kigali as the first African host destination for its global summit tells a different tale.

But seriously, for every one experience Kigali has to offer you as a tourist, each of the other 27 districts outside of Kigali has at least 4 more to offer.

Where will you have me start from? Is it the meandering stretch of roads that connect the 4 provinces of the country — tending up and down like a demand and supply curve — or the fact that you can road-trip for 7 hours at sundown, without finding a single spot un-lited? Would you rather I start with the green and aesthetically pleasing sight of plantations and intentional forestation that permeate every of Rwanda's district? Oh, let me tell you about the exotic treks for gorillas sighting on exhilaratingly smoking hills of Volcano National Park in Musanze District, where even your pee smokes.

I bet you'd find that most thrilling. Well, maybe not, because you aren't an adventure person, but I am sure that spending 3 nights on Kivu Queen by Mantis— an exclusive, finished-with-the-opulent-in-mind, 10-roomer, cruise boat that gives you breathtaking view of one of Africa's biggest and deepest lakes, while having much needed lazy-day-out, under the duvet on the bed of one of its ten rooms and sipping or downing your favorite drink, even as the boat sails pass the numerous islands of the lake — will do it for you.

I know you are already sold, but allow me to tell you about the view from my room in Kivu Marina Bay Hotel, where I wish I was Jesus, so I could just take a quick stroll across the bordering lake and say hi to the inhabitants of Bukavu, Congo, and return in minutes to continue soaking in all the beautiful experiences Rwanda has to offer.

Let me do Oliver Twist on you. This is the part where I take a minute to cry for my crashed drone camera. I wouldn't have had to say a word about the farmlands of Rwanda. I'd just show you drone shots of the graphics design they call farms and your heart



What To Do In Rwanda



tea plantation tour

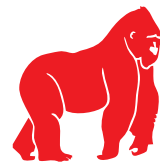


city tour

Genocide Memorial Museum
Kigali Arena
Kigali Convention Centre



coffee tour



gorilla trekking



cultural tour



chimpanzee trekking



canopy walk



golf



bird watching



safari



kayaking



boat cruise



Travelogue



e Rwanda

Rwanda

An account of my longest and exhilarating road trip in 2023



What Do You Mean By I Can't Play Golf?

I stand more chance of forgetting my passport than forgetting my golf bag, while preparing for a trip. So, as I prepared for my trip to Kigali for World Travel & Tourism Council Global Summit, I had my golf bag well prepared. My titleist golf balls selected and my favorite tee pegs tucked where they belong. The summit came to a beautiful end and it was time for the post-event touristic things.

Maurice of RDB broke the news to me that I won't be playing golf. With a bombastic side eye, I gave him the what-do-you-mean-I-can't-play-golf look. As a proper PR man, he tried to manage me and gave me assurances that when I see what RDB has in stock for me and my colleagues from global media space, I'd forget golf.

Grudgingly I joined the fam trip and didn't stop being grumpy about missing golf, until the whole fam trip started unfolding. I was in the company of some of the finest minds in global travel

reporting and press relations. I had in my group Elena Rodriguez — Press Officer of World Travel & Tourism Council, Alison Fox — a freelance travel writer from New York, Samuel McCoy — Editor of Voyages Afriq, Alfredo Campos Villeda — Editor in Chief of Milenio Diario (Mexico), Jade Q. Agustin — Senior Executive Producer - CNN Philippines, Okorie Uguru — African Travel Herald

And The Long Drive Began

As we drove in convoy in 4 x 4 game vehicle and I sight-saw Rwanda's enthralling countryside, I could not but wonder if there is any land that is not utilized for farming. Of course, there are lands serving other purposes, but I'm fascinated about how much this country is given to farming. This is certainly intentionality at work.

I am not surprised that Rwanda ranks among African countries whose farm produce attract acceptance in the west.



After about 4 hours of departing from Hotel Mille Collines (famous Hotel Rwanda) where I had passed the previous night; we eventually arrived Nyanza Cultural Trail, where we had a guided tour of the palaces of King Yuhi V Musinga, dating back to the 15th century.

There I found the animal I'd like to be like when I grow up. Laughs. Before you wonder why I want to be like an animal when I grow up, think about it. Who wouldn't like not to nurse the fear of being slaughtered for meat, have poems composed and sung for you? That is the life afforded the royal cows of Nyanza, locally known as Nyabo.

Nyamagabe District

Before we proceeded from Nyanza Cultural Park, we had the first meal of the day and a lunch pack for the road. And then the drive to Nyungwe National Park began. There, we went hiking and canopy walking, after which we were driven to Kamembe, a small town in Rusizi District, which borders Bukavu, Congo.





We retired for the night at Kivu Marina Bay Hotel, one of the finest hospitality ideas in Africa. It sits on the bank of Lake Kivu, which sprawls — albeit in a tidy manner — from the northernmost Kigali to the southernmost Rusizi.

It was at this moment, that I wished I was Jesus and could walk on Lake Kivu, and breeze in and out of Bukavu, because right from the balcony of my room, I could see the town. Kivu Marina Bay Hotel was a fascination to the sustainability freak in me. Such a shame there was no time to properly soak in its hospitality and learn more about its sustainability ideologies, as we were ready to hit the road again, 4:30am the morning after.

Nyamasheke District

We had about a hour drive to Cyamudongo Community Centre, from where we accessed Nyungwe Forest National Park for Chimpanzee Trekking. I must confess that chimpanzees are the most snobbish creature I've met. They were practically dismissive of our presence, but it was thrilling to watch them in their natural habitat. Aside the chimp trekking, this community can practically serve as tea tour destination, as it is big on the plantation.

Karongi District

The Chimpanzee Trekking wasn't exactly a long one, so we were able to wrap it up on time and drove straight to Uburanga Cruise in Karongi District where we were ferried to the middle of Lake Kivu, while Kivu Queen, a cruise boutique hotel that sails back and

forth on the islands of the breathtaking, combustible lake, was waiting for us. There we had lunch and a tour of the cruise ship, while we had a little sail.

Rubavu District

The monarch of the noon was petering out and we had to embark on the long drive to Lake Kivu Serena Hotel in Gisenyi, another bordering town separated from the Congolese city of Goma, by Lake Kivu. Just like the previous night, all we could do was to retire for the night and be up early enough for the crescendo of the fam trip.

Musanze District

The best was obviously kept for the last. We arrived Volcanoes National Park to hike and trek for the exhilarating sightseeing of mountain gorillas in Virunga Mountains, namely Karisimbi, Bisoke, Muhabura, Gahinga and Sabyinyo.

I obviously play too much. I was wearing my Snake Eye golf knickers, a golf shirt and my brand new Puma golf shoes. By the time the trek started, I understood why and was grateful that the ranger our RDB handlers insisted I rented a hiking pants and gaiters. Don't look at me like that. I was prepared for only golf. I had no plans to go hiking.

The trek took slightly more than 2 hours to and fro where we eventually met the Kwisanga Family of 17 gorillas, but it was worth every second of the slipping off, fall and exhaustion. We were so lucky, it was the patriarch of the Kwisanga Family that we encountered first. He was busy with his breakfast and had no time for any human visitors.



- ① a silverback from Virunga
- ② optically appealing tea plantation in Nyamasheke District
- ③ matriarch of the Kwisanga Family in a breastfeeding session
- ④ with Nyabo, a royal cow at Nyanza Cultural Trail
- ⑤ selfie with the silverback of Kwisanga Family
- ⑥ a chimp from Nyungwe Forest Park
- ⑦ in the company of travel writers from different parts of the world, after gorilla trekking
- ⑧ breathtaking Lake Kivu

It was a relatively expensive, once-in-a-life-time experience that'd leave anyone awestruck — watching these wonderful creatures exhibit their own ways of living in an un-staged manner. We witnessed how they receive their own poop with the hand, as it drops their anus.

I was particularly fascinated by the breastfeeding session and the friendly propensity of gorillas. As we descend the mountain, we got lucky and saw Buffaloes. Of course, they aren't gorillas. You don't want to go close to short-fused animals like buffaloes.

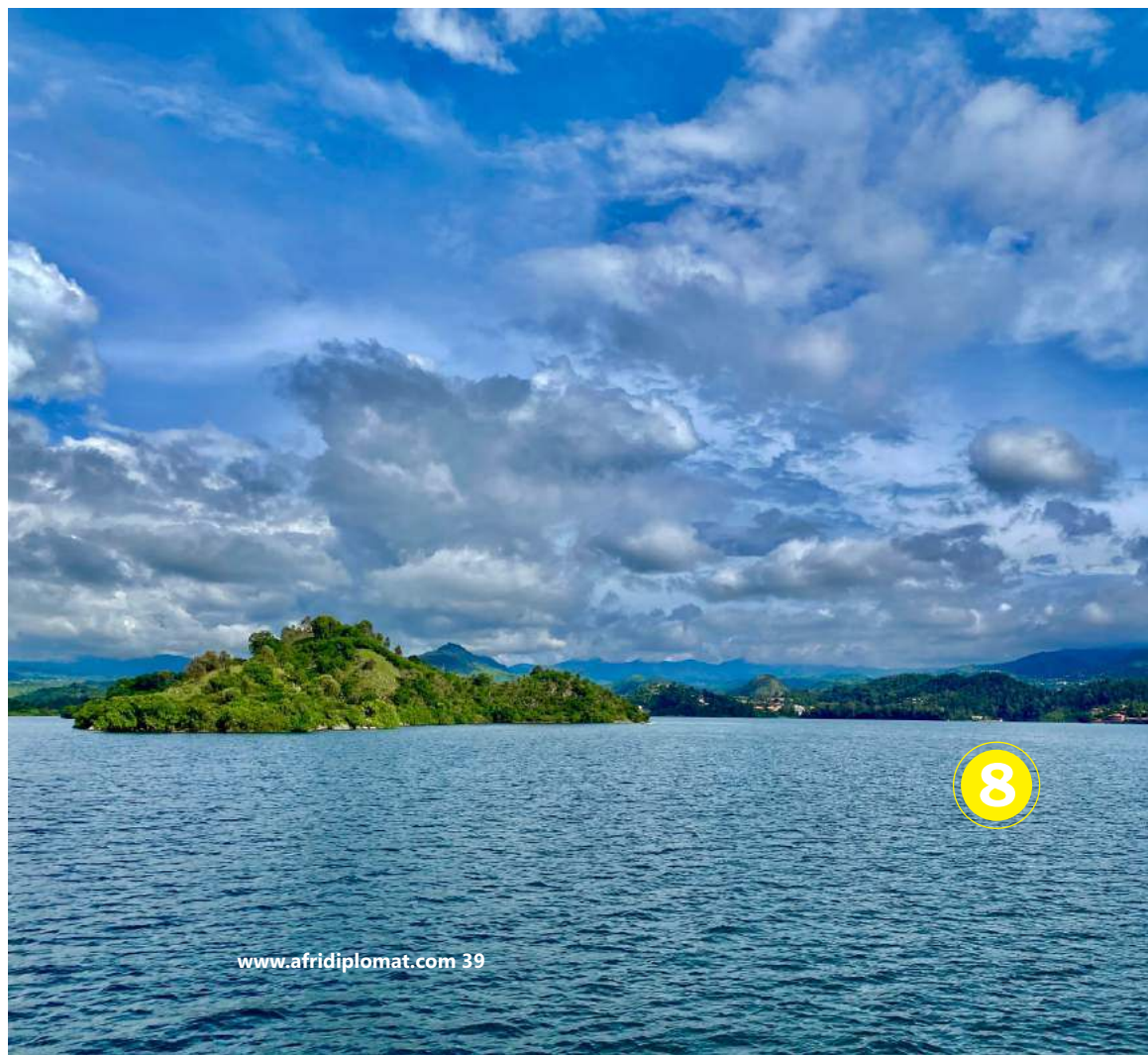
Rwanda started this journey of conservation and the world didn't leave them to it. As we arrived the park office, I saw about 50 tourists ready to hike either of the Virunga Mountains, and nothing short of 40 of the tourists were clearly from other parts of the world, other than Africa.

As we negotiated our way out of the park neighborhood, I saw The Ellen DeGeneres Campus of the Dian Fossey Gorilla Fund, a conservation Centre with the primary purpose of supporting Rwanda's conservation and ecotourism efforts.

The experience seemed incomplete until we stopped by Virunga Inn Resort & Spa for a sumptuous lunch. And then, we embarked on our journey back to Kigali, as we all prepared to catch flights to our respective countries, the morning after.

Two more night spent in Radisson Blu Kigali afforded me opportunity for a little city tour.

Murakoze, Rwanda



Barbados Signs A Cooperation Agreement With The IOM

Sheena Forde-Craigga
Barbados Government Information Service

Cooperation Agreement between Barbados and the International Organization for Migration (IOM) has been signed to establish an IOM Country Office for the Caribbean in Barbados. Minister of Foreign Affairs and Foreign Trade, Kerrie Symmonds, and IOM's Regional Director for Central and North America and the Caribbean (UN Migration), Michele Klein-Solomon, initiated the agreement in the Ministry's conference room, Culloden Road, St. Michael.



**Kerrie Symmonds- Barbados Minister of Foreign Affairs & Foreign Trade and Michele Klein Solomon
- Regional Director for Central & North America at IOM**

Minister Symmonds expressed the hope that the establishment of the IOM's Country Office would assist Barbados and CARICOM in developing a well-managed migration policy and migration strategies. "This agreement sets out the framework for a closer relationship between Barbados and the International Office of Migration. It is, in my view, part and parcel of efforts at the national, regional and hemispheric levels to create conditions for safe, orderly, humane and regular migration," he stated.

The Minister further noted that the signing of the agreement "has immense potential to continue to help the Caribbean community to harness the benefits of regular migrations even as we confront the challenges of our time". He listed among these challenges, migration triggered, for example, by climate emergencies caused by the impact of hurricanes and migration triggered by civil instability in the region. "Both of these examples have the potential to destabilise small island developing states and, of course, here in Barbados," said Minister Symmonds.

Agreeing with the Minister that a well-managed migration policy is necessary, Ms. Klein-Solomon stated: "It is beautiful to hear... the notion that safe, regular, orderly and humane migration, when well managed can bring tremendous benefits not only to migrants and their families but to communities, and foster economic and social growth and development." But we need to be mindful that it needs to go into safe, regular and orderly means and not be left to the smugglers and other criminal organizations that take

advantage of people's desperation, and exploit in a way that is harmful, not only to individuals, but to the social fabric and communities. I couldn't agree more.

"She noted that the IOM is committed to supporting Barbados in its own reflection on how migration can contribute to its sustainable development, to green economy transition, to alleviating the impact of immigration of skilled workers and to engaging with the diaspora. In addition, Ms. Klein-Solomon mentioned that the IOM believes regional integration can help build resilience and promote sustainable development in ways that cannot be achieved alone, and that migration has a role to play in the integration process. Barbados will not only host the IOM's Country Office but also part of the Coordination Office for the Caribbean, with the Caribbean Coordinator, Patrice Quesada and a team of experts in different fields of migration governance. Barbados was admitted to the International Organization for Migration as its 175th member on November 30, 2022.

The IOM was established in 1951. As part of the United Nations System, it is the leading inter-governmental organization promoting humane and orderly migration for the benefit of all, with offices in over 100 countries.



Communique:

The 55th AFRAA Annual General Assembly Takes Strides to Transform Aviation for Development

The African Airlines Association (AFRAA) and Uganda Airlines concluded the 55th Annual General Assembly (AGA) in Kampala, Uganda. The event was held under the High Patronage of the Government of Uganda and officiated by H.E Jessica Rose Epel Alupo, Vice President of the Republic of Uganda.

The Assembly, which brought together 569 delegates from 49 countries under the theme "Strides to Transform Aviation for Development", challenged African airlines and air transport stakeholders with new thinking on initiatives and strategies that will drive the sustainability of the air transport sector to realize its potential. Among others, the Assembly recommendations were made on the following key areas:

The Transformational value of the Single African Air Transport Market (SAATM) to African airlines.

ii. Collaborative and effective attainment of the Aviation Net Zero Roadmap

iii. Innovation initiatives in Africa for sustainable aviation in the continent.

iv. Synergies for the development of intra-Africa tourism and air travel.

v. Gender diversity and inclusivity actions to shape the future of aviation in Africa.

H.E Jessica Rose Epel Alupo - the Chief Guest, in her opening address, highlighted that Air Transport as the business of freedom, is a critical enabler of economic and social integration, which Africa cannot do without because the rail and road infrastructure lack due coverage for interstate movement. "As Africa pursues the goal of continental integration, it will be important to focus on growing Air transport for ease of intra-Africa connectivity," she stated.

"Air connectivity has become central to our development agenda, and the national carrier is seen as an extension of national

infrastructure. We are committed to investing in the flag carrier and to facilitate the airline's expansion within Africa, while also providing those vital air bridges between the continent and the rest of the world. For that reason, we are proactive in driving Africa's integration agenda and committed to removing any obstacles that might obstruct this goal in way." H.E Jessica Rose Epel Alupo added.

In her welcome address, Ms. Jennifer Bamuturaki, the 2023 President of AFRAA and CEO of Uganda Airlines took stock of the priorities for African air transport during the period of her Presidency of the Association, notably on: smart regulation to support liberalization and intra-Africa connectivity, pathways for increased partnerships and collaboration within the continent and promotion of sustainable operations of African airlines. She noted the positive traction on initiatives to open up the continent's aviation and improve connectivity. "At least two-thirds of African states have signed up to SAATM and are at different stages of implementation. Here in Uganda, internal conversations about joining SAATM have started," she stated.

Mr. Abdérahmane Berthé, AFRAA Secretary General, expressed commitment and determination of AFRAA to overcome the challenges facing the air transport industry, to support the post-COVID resumption and foster a resilient Air Transport system in Africa. "As our industry has almost recovered from the COVID-19 pandemic, it provides an opportunity for cooperation and collaboration to develop a sustainable perspective for the airline industry. At AFRAA, we will keep our mission to promote and serve African airlines and champion Africa's aviation industry," he stated. "Better Skies for Africa remains the pillar of all our actions." Mr. Berthé concluded.

Appointment of officersThe 55th AFRAA AGA elected LAM Mozambique as the Chairman of the Executive Committee while Kenya Airways was elected as first Vice Chairman and Tunisair as second Vice Chairman. The AFRAA Executive Committee has oversight responsibility for the Association.

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Host of the 56th AGA

The 55th AFRAA AGA elected EgyptAir as the President of the Association. EgyptAir will host the 56th AGA in Egypt, in November 2024.

AFRAA CEOs retreat

As part of the pre-AGA activities, AFRAA staged the first-ever AFRAA CEOs retreat on 19 November 2023. The CEOs retreat is an initiative recommended by the AFRAA Executive Committee to bring together member airline Leadership Teams to brainstorm on the Association's priorities, work plan, projects and specific dynamics of the air transport industry that will enhance the t

Association to play its critical role in the industry. The CEOs retreat which will be held on an annual basis, made recommendations for AFRAA on: safety, intra-African connectivity and route development, sustainability of African Airlines and AFRAA joint projects.

New Members and Partners

The Association welcomed the following new Members that joined in 2023:

- Eswatini Air (Associate Membership) • Ibom Airlines (Full Membership)
- MedSky Airways (Associate Membership) • Zambia Airways Ltd (Associate Membership)
- Airlink (Pty) Limited (Full Membership)
- Chapman Freeborn Airchartering Ltd – (Full Partnership)
- TP Connects (Full Partnership)

Highlights from the Secretary General's State of the Industry report

Airline performance: The average Passenger Load Factor recorded in Africa for 2022 was 71.6%, a 10.6% increase compared to 2021. However, this is 7% less than the global average. The mismatch between capacity and demand and the limited commercial cooperation between local carriers may explain this low performance in terms of load factor in Africa.

In terms of passengers carried, during the 3rd quarter of 2023, African airlines reached the number of RPKs for the same period in 2019. AFRAA estimates the number of passengers in 2023 to be 85 million, 89% of the 95.6 million in 2019. Notably, in 2023, Northern Africa accounts for 39.5% of the total African traffic, followed by Central and West Africa at 21.7%, Southern Africa at 19.4% and Eastern Africa at 19.3.

On cargo, according to World ACD, African Airlines represent an average of 30.6% in terms of cargo market share in 2023. AFRAA estimates the revenue loss for 2022 at USD 3.5 billion, representing 20% of 2019 revenues. This will narrow down to USD 1 billion in 2023.

Jet fuel prices: Jet fuel prices are rising, reaching \$123.46 as at the end of October 2023. This trend of high fuel costs impacts fares and hinders air transport affordability for African citizens.

Safety: Promoting and enhancing safety is one of AFRAA's priorities through collaboration. AFRAA and industry stakeholders are working towards improving safety standards in our continent. AFRAA is currently running with IATA and AFCAC a 3-year project, which aims to identify eligible airlines, conduct gap analyses, and recommend corrective actions to prepare those airlines for IOSA or ISSA certifications.

AFRAA priorities for 2024:

1. Safety first
2. Connectivity and route development
3. Air Transport sustainability
4. AFRAA 5-Year Strategic Plan



Dr Kgosientsho Ramokgopa – South African Minister for Electricity

Africa Green Hydrogen Alliance

South Africa Assumes Chairmanship At Africa Climate Summit In Nairobi

Minister in the Presidency for Electricity, Dr Kgosientsho Ramokgopa, has concluded his working visit to Nairobi Kenya, where he assumed the chairmanship position over Africa Green Hydrogen Alliance (AGHA), on the sidelines of the Inaugural Africa Climate Summit (ACS), which took place from 04-06 September 2023. Green hydrogen and its associated large scale renewable energy production has the potential to support the expansion of the electricity transmission infrastructure, to add additional renewable energy generation capacity.

As such it is a key component of South Africa's future energy mix to achieve sustainable energy security. AGHA was formed in May 2022, by six African countries, Egypt, Kenya, Mauritania, Morocco, Namibia and South Africa, to drive decarbonization through green hydrogen.

The alliance seeks to intensify collaboration and supercharge the development of green hydrogen projects on the African continent in line with the Just Energy Transition. It focuses on public and regulatory policy, capacity building, financing and certification needs to mobilize green hydrogen production for domestic use and export.

The inclusion of the Ethiopia and Angola's membership were also announced alongside South Africa's chairmanship. Minister Ramokgopa expressed that he will use his new position to advance the green hydrogen agenda on the continent, in line with the objectives of the alliance and support opportunities for peer to peer learning, technology transfer, economic and employment opportunities.

During the ACS, the minister participated in panel sessions where he shared lessons on South Africa's energy outlook and the role of green hydrogen in supporting energy security and driving green industrialization.

On the margins of the Summit the Minister engaged in multiple high level bilateral meetings to explore energy collaborations and meaningful partnerships in the energy space. The ministers participation at the Summit is underpinned by a commitment to consistent, sustainable and affordable energy supply for South Africa.



Visa Policy Africa Summit

When two brothers go into a room and come out smiling, they have not confronted each other with the truth.

– Yoruba Proverb

Why Do We Keep Shutting The Door Against Our Brothers & Sisters?

frank conversation

October 2-4 Kigali, Rwanda

organized by

Diplomat

&



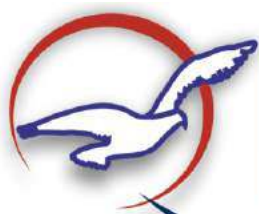
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LONDON



COMING SOON



Aviation Cup Africa Golf Tournament was a gathering of stakeholders across the travel distribution chain – from aircraft manufacturers to travel retailers – all connecting over a friendly game of golf. It was a honor participating in the ceremonial tee off with able representation for Wakanow. I look forward to future editions, also across different cities in Nigeria and beyond.

– **Adenike Macaulay**
CEO, Wakanow Nigeria

Aviation Cup Africa Golf Tournament in Abuja was an excellent initiative. My team members and I had fun, and we look forward to the next edition. Kudos to the organizers.

– **Grp. Capt. USA Sadiq (Rtd.)**
Director of Security Services at Federal Airports Authority of Nigeria

Aviation Cup Africa Golf Tournament is a unifying competition of golfers nationwide and brought out the value in our diversity, yet one nation. It was a colorful and multiethnic carnival of golfers.

– **Dr. Gabriel Olowo JP**
Chairman, Sabre Travel Solutions

I was surprised at the level of participation from industry players. I was able to interact plenty, while recreating. It is a very good thing..

– **George Uriesi**
COO, IbomAir

Aviation Cup Africa Golf Tournament offered colleagues and I the opportunity to golf in Africa, for the first time, on a fantastic golf course and great company of fellow aviators across the value chain of the industry.

– **Randy Heisey**
MD, Commercial Marketing – MEA, Russia & Central Area – Boeing



Boeing Participates In Its First Golf Outing In Africa

Organized in collaboration with Aviation Africa Summit, the second edition of the premier, Pan-African golf tournament conceptualized to celebrate the common aerodynamic nature of aviation and golf, and how aviation aides sports tourism, was held the day after the summit.

The tournament which was held in IBB International Golf & Country Club, Abuja, had team participation from Ibom Air, Dana Airlines, Air Peace, MamaJ Aviation Consult, Sabre Travel Solutions, South African Airways, Federal Airport Authority of Nigeria, League of Airport & Aviation Correspondents, 7Star Global Hangar, Wakanow and Boeing.

It also fielded players who played in the single category. At the end of the keenly contested round of golf, the duo of Nasir G playing off handicap 17 and Grp. Capt. USA Sadiq playing of handicap 18 — from Federal Airport Authority of Nigeria — recorded a combined 75 Stableford points to cart home the trophy for the team game category.

In the singles category, Isaac Balami of 7Star Global Hangar carded 41 Stableford points, to beat Matthew Adekunle — who recorded 38 Stableford points — to the winner's trophy. In the Lady's category; Courage Chigere, who equally played for Wakanow, won with 34 Stableford points, while Imelda Aba of Ibom Air won both 'Longest Drive' and 'Nearest To The Pin'.

Speaking after the tournament, the CEO of Diplomacy Publishing & Events, organizers of the tournament — Sòókò Deji Ajomale-McWord — expressed gratitude to the organizers of Aviation Africa Summit, participating teams and sponsors of the tournament, for making the tournament a resounding success. "It's only the second edition and a good number of aviation brands that matter are already identifying with it, and expressing their pleasure with the creativity, innovation and delivery of the event", he said.

While stating the rationale behind the tournament, Sòókò Deji, said "just like we are purposeful with our other events like





International Diplomacy Stableford Golf Tournament, The Consul General Trade Relations Cup and Sport, Tourism & Diplomacy Conversation; Aviation Cup Africa isn't just another tournament. A lot of informed thoughts went into its conceptualization.

Do you know that the words 'flight', and 'apron' are used in both golf and aviation? In fact, a renowned golf equipment manufacturer called Callaway consulted Boeing on the aerodynamic performance of its XR16 driver, which debuted on the PGA Tour in Hawaii, in 2016."

He went further by saying "The other time, someone asked me why is Diplomacy Publishing & Events, a brand known for diplomatic engagements interested in aviation? My response to him was that aviation is as important to diplomacy as diplomacy is important to aviation. AFCAC is a specialized agency of the African Union — a continental diplomatic entity. Aviation thrives on negotiated agreements among nations of the world, which diplomatic relations broker.

He posited that there is no BASA without diplomacy. "Without bilateral agreements to allow one to fly into or through the airspace of the other, world politics and economy can't go on. This is why we came up with this platform as a recreational ground for a cocktail of fun and serious stuff, as we advance exchanges that make aviation, world economy and politics thrive", he added.







Multipolarity of Our World

Will Africa Truly Be A Force In The Coming Shift In The World Or It'd Only Change Masters?

Sòókò Deji Ajomale-McWord

Multipolarity of our world isn't a joke as some might want to see the BRICS alliance. It has begun. The BRICS agenda is already taking effect, shaving off bits of America's dominance over world economy and affairs.

The facts are there.

India, a country with a GDP of \$2.66trillion, which is larger than three member countries of the G7— France, Italy, and Canada — was already settling transactions in its currency Rupee, in less than 3 months after the BRICS Summit in South Africa, where multipolarity of our world was the most chewed subject.

This can be substantiated by India Oil Corp.'s reported purchase of 1 million barrels of oil from the UAE — one of the newest members of the alliance. To put what the future looks like in proper perspective, in August, India reportedly purchased gold

worth \$1.7 million from the UAE. This transaction may have been settled in dollars, but I need you to imagine that volume of trade being shaved off dollar in the future. India and Saudi Arabia are in talks over major trade deals and both have agreed to settle in their local currencies and/or gold-backed digital currencies.

Iran recently announced that it's working on a digital gold coin, backed by physical gold, to enable their cross-border transactions. As we approach the end of 2023, we would witness wider adoption and acceptance of gold-backed digital currency. China is the largest gold producer and consumer in the world. In 2022, China's mines produced an estimated 330 metric tons of gold. It's been doing everything to up its gold reserve.

Though, China is holding on to dollar, despite calls for de-risking. It reduced its holdings by almost \$80 billion in the first 6 months of 2023. As compiled by Bloomberg, a US government data



In the coming eventual shift in our world,
Africa will have to dictate how it MUST be
treated or continue taking instructions that
will keep it beneath its potentials, because the
'powerful' will always weaponize their
advantage and sanctions.



revealed that Saudi Arabia sold more than \$3 billion of its US treasury bonds in June. With \$1.1 trillion in Treasury holdings, Japan is the largest foreign holder of U.S. debt. Japan is also one of the few allies of the US in Asia Pacific. It is rumored to be considering de-dollarization, too.

At the end of World War II, the United States accounted for more than half of the world's economic output and gold reserves. Fast forward to early 2023, this grip had loosened to 25% of global outputs, but more than 80% of world trades were still conducted in dollars. Now, that's dropping by double digits. All of these will lead to a multicurrency world, where dollar gets sidestepped in some world trades, but this would not in any way mean death for the greenback.

In fact, while all of these de-dollarization moves are in full throttle; a Naira may not necessarily gain anything significant over dollar in the forex market. In other words, Africa failed to prepare for the arrival of the new world order in its multipolar glory. Every country that recently joined BRICS spent the last few decades juicing out advantage on the table of negotiation. They had a vision that ran every single individual that took over the reins of power and where monarchical system of government obtained; the individual that man the government stayed his eyes on the ball and that's why a 52year old UAE could find its un-dictated place in the multipolar world charging at us like a war chariot.

You would agree with me that fairness is not necessarily humans' greatest attribute. In this world, you'd get paid the value of your worth that you negotiate for, not what you believe or you truly deserve and humans don't have capacity to pity and respect you at the same time. As much as Africa's resources developed and still developing much of the rest of the world; Africa hasn't placed itself in a place of advantage, not because none exists. There are.

But compromised leadership will not play to that place of strength, because that serves a purpose.

To establish the fact that the world will not be naturally inclined to be fair towards Africa. The whole of Africa has a total debt of \$1.8trillion. Germany's total debts stand at \$2.6trillion, but the complicated structure of the debt servicing encumbers a whole continent that owes only slightly more than half of Germany's. And instead of rolling up our sleeves for trade, exchanging our resources for commensurate value; we are busy hiding behind climate justice to beg for debt relief and pause.

We all know what happens to more than 50% of these loans. After misappropriating the funds, we start begging for all manner of inglorious arrangements upon defaulting to service the debt as initially agreed.

By all means, sell carbon credits and hold all those who have made pledges, to their word. It's the new normal. But, let's not drag this noble idea into the cesspool of our years of indiscretion with debt and mismanagement cum misappropriation. This kind of behavior and approach will perpetually make Africa ever needing aides. We will never graduate to a worthy partner that deserves its flowers in the marketplace of world trade.

In the end, multipolarity of our world may only mean that the number of countries that will determine how Africa breathes increases, rather than a world where Africa is empowered to determine its own destiny. In the coming eventual shift in our world, Africa will have to dictate how it MUST be treated or continue taking instructions that will keep it beneath its potentials, because the 'powerful' will always weaponize their advantage and sanctions.

In the end, multipolarity of our world may only mean that the number of countries that will determine how Africa breathes increases, rather than a world where Africa is empowered to determine its own destiny.

Climate Change, Peace and Security in Northern Nigeria

Laurent M.J. Boeck

Chief of Mission to The Federal Republic of Nigeria

Amos Nderi

Project Manager (Peace Building)

UN International Organization for Migration

In northern Nigeria, competition over land, water, and other natural resources are part of the root causes of conflicts – in addition to economic development, challenge of poor governance in the Northeast and Northwest geopolitical zones of Nigeria. The impact of climate change on food security, livelihoods and environment are exacerbating the existing socioeconomic inequalities, and are disrupting mobility patterns, thereby contributing to the rising tensions and violence among communities.

Northeast Nigeria has experienced over a decade long conflict characterized by insurgency and non-state armed groups, claiming lives, and displacing over 2,197,824 individuals. The Northwest has been recently experiencing a complex crisis and high violence perpetrated by non-state armed actors and criminal gangs.

The violence is characterized by banditry, cattle rustling and kidnappings, and has led to loss of life, and displacement of 1,190,293 people in Northwest and Northcentral Nigeria according to IOM DTM's round eleven assessment of 2023. The farmer and herder clashes that have occurred in the two geopolitical zones have been understood in ethno-religious terms due to the spread of unreliable information and breakdown of the traditional social structures. This large-scale violence is fueled by a spiral of attacks and retaliations affecting a significant part of the population.

The violence has led to substantial losses of assets, weakened institutional and socioeconomic infrastructures, and has left communities without livelihoods. An illicit economy characterized by smuggling of drugs and weapons, illegal mining and human trafficking has further led to an increase in insecurity and poverty. The recent coup d'état that occurred in the Republic of Niger on 26 July 2023 may further worsen the situation, through the emergence of complex emergency characterized by population movements.

The impact of climate change on environment further heightens the security risks in the Northeast and Northwest geopolitical zones. Both regions are experiencing high levels of environmental degradation, increased deforestation caused by extensive cultivation, overgrazing, bush burning, fuel wood extraction, charcoal production, faulty irrigation systems and urbanization.

The climatic conditions characterized by high temperatures,

prolonged droughts and sporadic short-term rainfalls, have caused floods which affected over 716,776 people as of October 2022, shortage of water, and reduction in crop production, threatening food security, and livelihoods.

The compounding effects of conflict and climate change have impacted the mobility patterns of pastoralists who are increasingly facing encroachment of livestock migration routes, grazing reserves, and riverine areas. Farmers have also experienced encroachment of their farmlands by pastoralists, population and urbanization.

Occupation of land by violent extremists has further limited access to land for farming, pastoralism and other socio-economic activities, exacerbating further the conflict among the communities. The domino effect of disrupted traditional sources of livelihood, such as agriculture and livestock keeping, not only increases the vulnerability of the already conflict affected population, but also contributes to internal and international migration, with youth migrating to urban areas and outside the



country through irregular routes. Northwest is the most preferred route for those desiring to cross the border to Europe.

These journeys are characterized by human trafficking and migrant smuggling. As a ripple effect, the rural areas are underdeveloped and human capital-drained, contributing to a vicious cycle of poverty, political unrest, insecurity and limiting the ability for climate change adaptation and mitigation.

Women and other vulnerable groups, such as children and people living with disabilities, are more affected by the conflict and the impact of climate change. As men actively participate in the conflict, they acquire disabilities or leave home for the cities to search for livelihoods, leaving women to fend for the families.

Due to cultural beliefs, only 10% of women own land in Nigeria, and according to customary law, women rarely inherit land or obtain land rights on their own. Compounded by the impact of climate change on land access women are left vulnerable without adequate resources to take care of their families.



The lack of access to modern technology and knowledge on smart agricultural practices limits women productivity and ability to adapt to changing dryland conditions. Lack of access to finance, weak value chain linkages, weak rural and peri urban markets, uncompetitive environment for agribusiness and poor market access – and where migration as an adaptation strategy is not an option – further constrain women's capacity to provide for their families.

The International Organization for Migration (IOM) is engaged in Nigeria to support communities affected by conflicts and natural disasters in Northern Nigeria and uplift them from poverty by providing solution pathways that provide livelihoods opportunities, basic services, improved security and social cohesion. Through its European Union-funded programme called Contributing to the mitigation of conflict over natural resources between farmer and herder communities in Adamawa states, Nigeria (COMITAS-Phase 1),

IOM designed a comprehensive and integrated approach which was aimed at strengthening the early warning and early response systems at the community, LGA

and State levels. IOM also focused on trust building through dialogue and promoting positive perceptions through reliable information and peace messaging in Nigeria. It conducted policy engagement with the government of

Nigeria at all levels that focused on the farmer-herder crisis. IOM empowered communities to prevent and respond to violence by strengthening collaboration on natural resource management. The second Phase of the programme started in January 2023. It scaled up to include additional communities in Adamawa and Taraba States.

The key lessons learnt from the IOM actions is that all-inclusive, peace-building approach is needed to bring peace to farmer and herder communities in Northern Nigeria.

In addition to building peace and improving social cohesion, there is a need to address the root causes of the farmer-herder crisis by adopting various initiatives. These initiatives include uplifting the communities from poverty by providing them with livelihood opportunities through initiatives focused on value chains and commercialization of livestock and agricultural production, the use of good agricultural practices and Good Animal Husbandry Practices. There is a need to promote good water resource management and climate adaptation, through water shed management, erosion control, water storage, rainwater harvesting, harnessing flood waters, micro irrigation land and aquifer recharge.

Another key solution to the root causes is land and biodiversity restoration through afforestation, reforestation, community tree nurseries, hybrid agroforestry models, natural resource awareness and other similar initiatives. An additional solution that was identified is use of digital platforms to consolidate farmers and livestock information, connecting communities to financing institutions, private equipment and service providers and market actors to farmer and herder households and communities.

IOM also began implementing another European Union-funded programme entitled Conflict mitigation and community reconciliation in Northwest Nigeria, that aims to reduce community violence in four LGAs in Katsina State of Northwest Nigeria.

These will be achieved peace-building processes to support the implementation of political and community responses to violence. The programme will also strengthen inclusive governance systems to enhance social cohesion and address the needs and grievances of communities.

A Bazaar Of Carbon Credits,

Compromise And Commitments At African Climate Summit

Barbara Chobe

United Nations framework convention on climate change — The Kyoto Protocol commits industrialized countries and economies in transition to as much as possible cut down on greenhouse gasses. The chief aim of this protocol was to reduce emissions by 5% within 2008 and 2012 timeframe. According to Kyoto Protocol, the six major greenhouse emissions needed to be reduced were carbon dioxide, methane, nitrous oxide, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride. The Kyoto Protocol underwent amendments in 2012, in Doha, Qatar, and amendments implemented from 2013 to 2020.

Africa is the least industrialized of all the continents. South Africa is the only African nation categorized as industrialized, yet Africa is the continent most vulnerable to the effects of climate change.

According to the International Rescue Committee, 7 of the 10 countries most vulnerable to climate disaster, are in Africa. At 11.47 billion tonnes, China is the world's largest polluter, followed by the United States (5 billion tonnes), India (2.7 billion tonnes), Russia (1.75 billion tonnes) and Japan (1.07 billion tonnes). Contributing 17.8% to world population and 1.45 billion tonnes of GGE, which accounts for 4% of global emissions; Africa's carbon emissions are towered by emissions of other continents.

It was from this knowledge that the need for climate justice for Africa rose. It gave birth to African Climate Risk Facility at COP27 in Egypt, in 2022. Africa Climate Risk Facility, is a market-based climate financing solution aimed at helping communities build resilience, mitigate losses and damages that arose from climate change and power green growth and investments. It was launched at COP27 summit, in Egypt. Africa and — by extension — the global south are already used to empty promises of \$100b from the global north and other rich countries outside the hemisphere. The funding was promised to be delivered by 2020. We are now in the last quarter of the year of our Lord 2023, with the promise yet to be fulfilled.

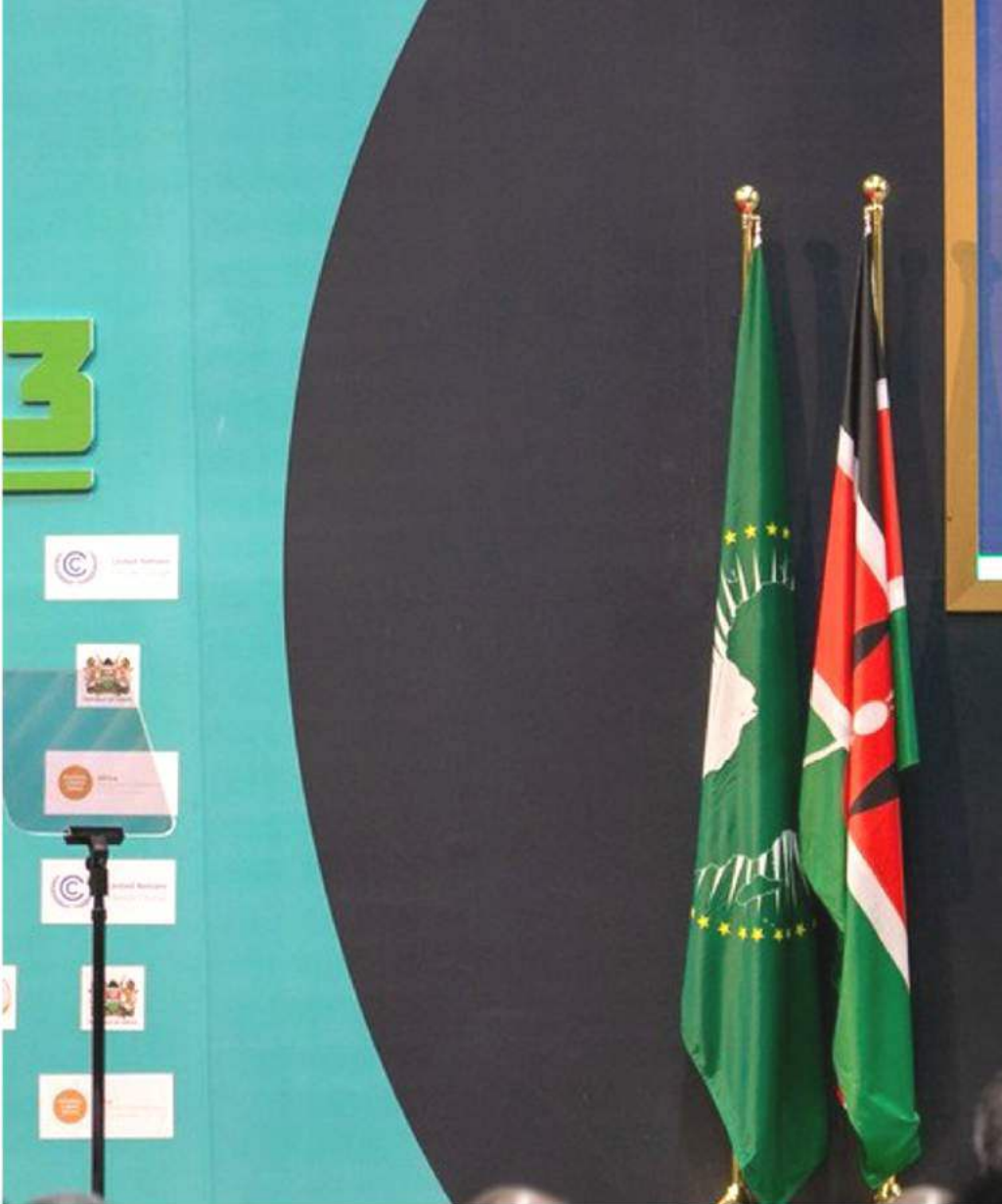
COP27 defined what should be done, but African Climate Summit which was organized by the government of Kenya in partnership



with the African Union Commission, defined the action plan further and gave structure to it. The summit attracted global leaders, over 20 African heads of states, over 40 countries represented at the ministerial level, private sector, indigenous people and civil societies. The summit achieved climate action plan captured in a declaration and supported by billions of dollars in pledges.

What seem to be different about the commitments made at ACS23 is that there is clarity on where the funds are coming from, where they'd be invested and a roadmap on implementation. The summit exhibited a combination of ambitiousness and practicality. It was acknowledged that in practicality, fossil fuels cannot be faced out right now, therefore, emphasis was placed on ambitious facedown efforts, as the world charges towards renewable and green energy. During the summit, Africa Carbon Market Initiative was launched. It is a structured arrangement where carbon credits can be bought by nations and companies to mitigate the effects of their unavoidable emissions.

According to a communique from the summit, the commitments and announcements at the Africa Climate Summit equate to a combined investment of almost \$26billion from public, private



hydrogen deal with Kenya

– \$22.8M Bezos Earth Fund for Locally Led Restoration in Africa

ACS23 witnessed compromise and commitments, which got me thinking and hoping that as the global south reaches compromise with the global north and other rich countries outside the hemisphere viz-a-viz climate financing; it won't end up like the case of a rapist happy to pay a settlement out of court, so he could stay out of jail, not necessarily to rethink his ways, but to continue his enterprise, knowing that his victim will always be fine with being settled financially.

Item 16 (Preamble) Nairobi Declaration

Concerned that despite Africa having an estimated 40 percent of the world's renewable energy resources, only \$60 billion or two percent of US\$3trillion renewable energy investments in the last decade have come to Africa. Meeting the 300 Giga Watts (GW) target by 2030 at an estimated cost of \$600 billion translates to a tenfold

increase in the finance capital flowing into Africa's renewable energy sector over the next seven years. Unlocking Africa's climate positive growth potential on a scale that can contribute meaningfully to decarbonisation of the global economy will require several multiples of the current development and investment finance flows.

sector, multilateral development banks, philanthropic foundations, and other partners in the development financing community. It was a bazaar of carbon credit pledged purchases, debt swap and climate deals. Below is the dealbook from the summit:

- \$450M worth of carbon credits pledged to be bought by Emirati investors
- \$49M — UK projects \$25M — African Development Bank
- \$35M — US Agency for International Development USAID)
- \$60M Germany debt swap with Kenya
- \$30M US funding pledged to food security & climate resilience \$200M Climate Asset Management
- \$1B from AfDB Group and Global Center on Adaptation
- \$4.5BN — UAE commitment to Fund renewable energy
- \$60M pledge to Rural investments in Burundi \$4.5B EU green

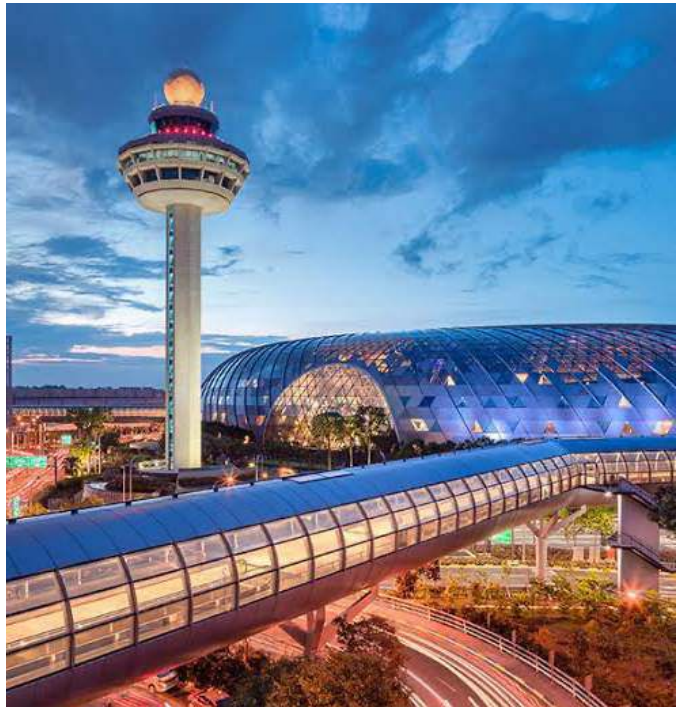
"Climate action is not a global north issue or a global south issue. It is our collective challenge, and it affects all of us. We need to come together to find common, global solutions.

– H.E. President William Samoei Ruto

African Airports of The Future:

Enhancing Connectivity,
Diplomacy, and the Traveler
Experience

Dr. Adun Okupe



Changi Airport in Singapore

Airports are a source of wonder for me. I like to compare each one, to see the extent to which it is a good ambassador of its city, or country. Recently, I visited Johannesburg and I was struck by the starkness of the O.R. Tambo Airport, where on disembarking, we were received by cold, grey, steel-looking walls, not a restroom in sight, until after one had passed through security. The message, we welcome you, only if we want you here. Contrast this to the reception in Nairobi, Dar es Salaam, Accra or Kigali, where there is a welcome message, or at the very least, accessible restrooms for travelers before the immigration queues.

Narita airport in Tokyo, Japan is minimalist, incredibly clean and sterile, reflecting Japan's commitment to cleanliness. This is almost a form of reverence and adherence to Shinto-ism's cleanliness being next to godliness. Efficiency should always precede aesthetics, Emphasis should be placed on getting the airport's core functionality right. When I envision the airports of the future, I can't help, but fondly recall Singapore's Changi Airport. It stands out because it goes beyond being a mere transit point. Changi Airport extends its purpose, aiming to answer the question of what travelers truly need from an airport. Especially for passengers with connecting flights, it strives to enhance the overall airport experience.

The airport city emerges as a possible solution, to transform airports into dynamic, multifunctional spaces. These spaces do not only serve as points of departure and arrival for air travelers, but also as destinations in themselves — much like Changi Airport. This vision transforms airports into self-contained urban areas,

featuring various businesses that complement one another, including hotels, offices, shops, cargo and logistics facilities. Moreover, modern airport cities increasingly incorporate entertainment venues, exhibition centers, and fitness facilities. Examples include O.R. Tambo International Airport in Johannesburg, London Heathrow, Dubai International, and Singapore's Changi Airport.

The concept of an airport city should not be confused with the term "aerotropolis," popularized by business professor John Kasarda. In the case of an aerotropolis, the city is designed around the airport, as discussed in Pico Iyer's insightful Time article on 10 ideas that will change the world. An aerotropolis is a comprehensive urban development concept centred around the airport. Typically, the immediate area around the airport is left as an environmental buffer for noise and remains underdeveloped, sprawling organically without proper urban planning, amenities, or infrastructure. A well-planned aerotropolis forms around clusters of aviation businesses, residential developments, and in some instances, shifts the center of business activity away from the city centre, and closer to the airport.

What does this mean for Africa?

Africa's airports are assuming a unique and evolving role in the continent's diplomatic landscape. As aviation in Africa establishes new routes for more direct interconnections among African nations, circumventing the need for layovers in Europe; the location, functionality, and accessibility of air travel make airports central to aviation diplomacy.

Despite the fact that intra-Africa travel remaining a critical challenge for the continent's aviation industry, it is imperative to facilitate the goals of the African Continental Free Trade Area (AfCFTA). The traditional concept and design of airports, as they currently stand, may not be equipped for the future. Therefore, there's a pressing need to re-strategize the development of airports on the continent and plan the land use around them, in order to transform these areas into hubs, gateways, and centers for clustered business activities.

Africa's promising economic growth, the projected increase in air passenger numbers (estimated at 5.1% by 2035 according to IATA), a growing number of mega-cities addressing urban congestion issues, collectively provide a solid foundation for the development of well-planned aerotropolis across Africa.

Airport cities serve as vital entry points for international tourists, playing a pivotal role in enhancing the tourism sector, promoting economic diversification, streamlining trade through efficient logistics and distribution hubs, and generating job opportunities.

The clustering of businesses creates an appealing environment for foreign investors, and promotes regional development. Airport cities are now emerging as cultural hubs, promoting diversity, facilitating cultural exchanges, and ultimately contributing to a more globally aware and culturally enriched community.

The renovation of airports (the recently-added terminal at Murtala Muhammed International Airport in Lagos, Nigeria, although with some pleasant features, leaves a lot to be desired) requires a comprehensive and intentional approach, in order for it to meet the needs of the present, by providing vibrant, multifunctional spaces; whilst being able to meet the needs of the future. The renovation and development of airports requires a comprehensive and intentional approach.

The new terminal at Murtala Muhammed International Airport in Lagos, Nigeria, is an example of why this approach is important to meet both present and future requirements. Again, I return to Singapore. Singapore's Changi Airport is renowned as the "World's Best Airport", because it exemplifies a mixed-use development strategy with a nature-themed entertainment and retail complex seamlessly connecting some of its terminals

Notably, it boasts the world's tallest indoor waterfall, the "Rain Vortex." Changi Airport is not just an airport but a multifaceted hub for commercial activities and a tourist destination. It also has its own distinctive, customized scent. To transform the African aviation landscape, we can draw inspiration from Singapore's deliberate approach in positioning the airport as a representative of the nation.

Airport cities have the potential to play a crucial role in achieving AfCFTA's goal of establishing a unified marketplace for goods and services across Africa, eliminating trade barriers — both tariff and non-tariff. These airport cities can introduce trade facilitation measures, including streamlined customs processes, digital documentation, and efficient cargo handling systems, all contributing to simplified cross-border trade. However, for these measures to succeed, airports must offer scheduled flights that facilitate intra-Africa travel.

The future of African airports will be shaped by innovations like smart airports, digitalized services, and sustainable aviation practices. Effective strategic planning and design will be essential to ensure that these innovations extend beyond airports. Well-planned aerotropolis will enhance the appeal of African aviation to investors and yield benefits for residents, visitors, businesses, and the government.

I'll conclude with a quote from Alain de Botton's "A Week at the Airport": "Nowhere was the airport's charm more concentrated

than on the screens placed at intervals across the terminal which announced, in deliberately workmanlike fonts, the itineraries of aircraft about to take to the skies.

These screens implied a feeling of infinite and immediate possibility: they suggested the ease with which we might impulsively approach a ticket desk and, within a few hours, embark for a country where the call to prayer rang out over shuttered whitewashed houses, where we understood nothing of the language and where no one knew our identities." African airports have the potential to exude more charm and convey a sense of limitless possibilities, which is exactly what Africa needs at this moment.





Kálẹ̀yẹ̀wá @ 20!

Dr (Mrs) Olukemi Adamolekun (nee Ajayi), was ahead of her time.

With 4 degrees already [nursing, psychology, and guidance & counselling (Masters & PhD)], she decided to get a 5th degree - a Masters in Social Work in 1996! This was inspired by her time volunteering in a home for the terminally ill.

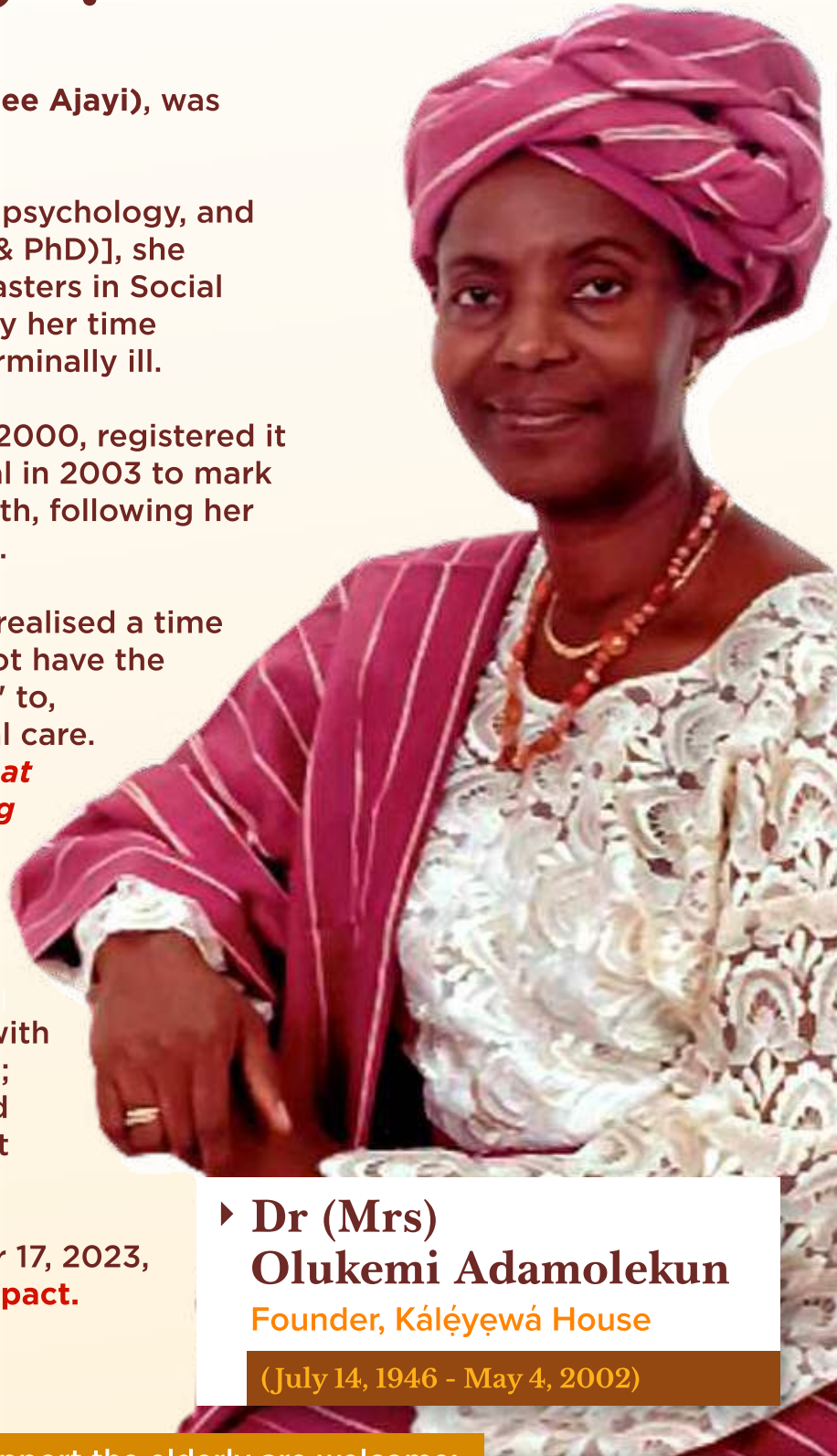
She founded Kálẹ̀yẹ̀wá House in 2000, registered it in 2001 and it became operational in 2003 to mark the one year memorial of her death, following her murder in Ibadan on May 4, 2002.

With shifting cultural norms, she realised a time will come when the elderly will not have the homes of their children to "retire" to, especially those who need special care. This led her to start Kálẹ̀yẹ̀wá (*that God will grant us a better evening than morning ageing with dignity*).

Over the last 20 years, Kálẹ̀yẹ̀wá House has consistently impacted the lives of almost 2,000 elders with quarterly distribution of raw food; bi-monthly medical check up; and rent vouchers for those who don't own homes.

During the weekend of November 17, 2023, we celebrated **two decades of impact**.

Olukemi's legacy lives on!



► Dr (Mrs)
Olukemi Adamolekun

Founder, Kálẹ̀yẹ̀wá House

(July 14, 1946 - May 4, 2002)

Donations to support the elderly are welcome:



Nigeria:
Kaleyewa House
2004352581
First Bank (naira)



US:
Kaleyewa House Foundation
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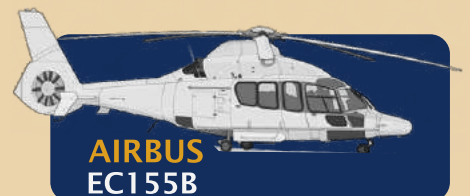
BOMBARDIER LEARJET
LRJ 45

Line & Base Maintenance up to
9600Hrs checks



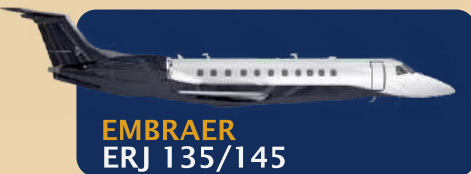
BOMBARDIER CHALLENGER
601/604/605

Line & Base Maintenance up to
2400 Hrs & 48/240 months Inspections



AIRBUS
EC155B

Line & Base Maintenance up to
6000/12years Inspections



EMBRAER
ERJ 135/145

Line & Base Maintenance up to
4C (5000hrs/48 Months) checks



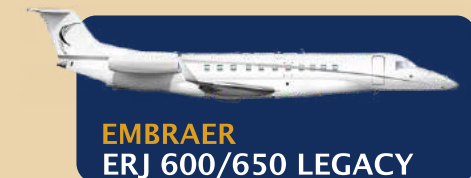
CESSNA
152, 172, 180/182

Line & Base Maintenance up to
100 Hrs & Annual Inspections



BELL TEXTRON
429

Line & Base Maintenance up to
5000/5 years Inspections



EMBRAER
ERJ 600/650 LEGACY

Line & Base Maintenance up to
2000hrs/96 Months checks



BOEING
MD80 SERIES

Line & Base Maintenance up to
3C Check & (8C) one-off approval



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S76C+/C++

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