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## World Bank Study Backs Terminal 2 Repurposing, New Concourse – GACL



▶▶ PAGE 02

## President Mahama celebrates NASA Astronaut Christina Koch



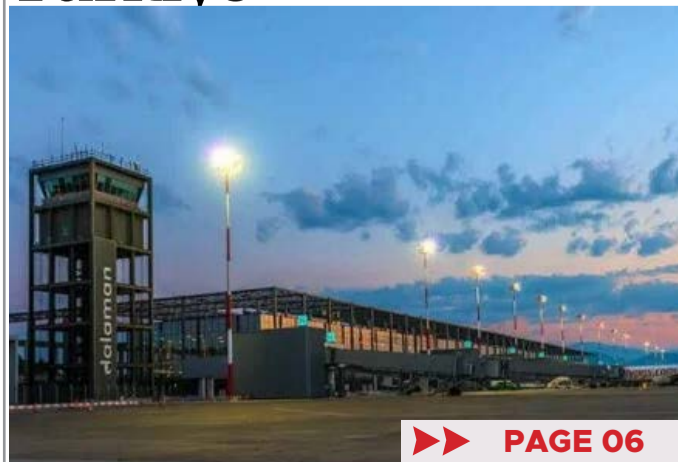
▶▶ PAGE 12

## Accra Airport T2 Repurposing to Drive Aviation Revenue



▶▶ PAGE 04

## YDA Dalaman Airport Enhances Operations with a Real-Time Platform to Support Reliable Travel to Türkiye



▶▶ PAGE 06

## GIC International Catering opens second location



▶▶ PAGE 07

# World Bank Study Backs Terminal 2 Repurposing, New Concourse – GACL

By Nana Yaa Djan-Parry



*Artist impression of the refurbished and repurposed T2 with a connecting concourse linking it to T3 of the Accra International Airport*

**T**he Ghana Airports Company Limited has defended its ongoing infrastructure plans at Accra International Airport, citing a World Bank-backed study that supports the continued relevance of Terminal 2 and the development of a connecting concourse to Terminal 3.

The clarification follows recent media reports and a petition calling on President John Dramani Mahama to halt refurbishment works on Terminal 2 over concerns about its long-term viability.

In a statement, GACL said its approach is grounded in long-standing strategic planning frameworks designed to ensure operational continuity and phased infrastructure development. The company referenced a 2013 planning study, which prioritised minimising disruption to airport operations while recommending the construction of Terminal 3 as a standalone facility.

Crucially, that same study also proposed the development of a connecting concourse between Terminals 2 and 3, a recommendation that GACL says remains central to its current expansion strategy.

The position was further reinforced by the National Airport Systems Plan, prepared by German engineering firm Dorsch and commissioned by the Ministry of Transport with support from the World Bank. According to GACL, the report explicitly envisaged that Terminal 2 would be refurbished and subsequently integrated with Terminal 3, forming a cohesive terminal complex.

GACL rejected suggestions that Terminal 2 is obsolete, describing such claims as inconsistent with the findings of internationally recognised studies.

“It is contradictory to suggest that a credible, World Bank-backed study would recommend connectivity with a terminal deemed obsolete,” the statement noted.

The planned integration through a new concourse is expected to improve passenger flow, facilitate seamless transfers, and enhance overall airport efficiency, key elements in Ghana’s ambition to position Accra as a regional aviation hub, the airport management company noted.

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# Accra Airport T2 Repurposing to Drive Aviation Revenue

By Joojo Maapa



The Ghana Airports Company Limited has pushed back against concerns that the repurposing of Terminal 2 at the Accra International Airport could undermine returns on investment in Terminal 3, insisting that the strategy is economically sound and aligned with Ghana's long-term aviation growth ambitions.

In a statement responding to recent media articles, GACL emphasized that expanding Terminal 2's role to accommodate both domestic and selected international operations will, in fact, enhance overall revenue rather than dilute it.

According to the company,

international air travel continues to generate significantly higher revenue than domestic operations, driven by passenger service charges, concession revenues, and ancillary spending. By increasing international handling capacity through a repurposed Terminal 2, GACL expects to unlock additional revenue opportunities while easing pressure on Terminal 3.

The strategy is also designed to create operational and commercial synergy between the two terminals. With a planned integration through a connecting concourse, both facilities will function as a unified terminal complex, enabling more efficient passenger distribution, improved turnaround times, and

enhanced utilisation of airport infrastructure.

GACL argues that this integrated model will support Ghana's ambition to position Accra as a competitive regional aviation hub, capable of handling increased passenger volumes and attracting more international carriers.

The company notes that optimising existing infrastructure, rather than relying solely on new builds, represents a cost-effective approach to capacity expansion, particularly in a capital-intensive sector such as aviation. It further notes that the move also aligns with global best practices, where airports maximise asset value through phased upgrades and multi-terminal integration.

The company further stressed that fears of revenue cannibalisation are misplaced, as the expansion of international operations across both terminals is expected to grow the overall market, rather than redistribute existing traffic.

With the Airport Infrastructure Development Charge (AIDC) providing a steady funding stream for upgrades, GACL maintains that the Terminal 2 repurposing strategy will deliver strong long-term economic returns while enhancing Ghana's competitiveness in the regional aviation landscape.

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# YDA Dalaman Airport Enhances Operations with a Real-Time Platform to Support Reliable Travel to Türkiye



**Y**DA Dalaman Airport, the gateway to Türkiye's stunning Turquoise Coast, today announced a milestone digital transformation of its operations. By implementing a single real-time management platform in partnership with SITA, the airport has achieved total visibility over its infrastructure, ensuring seamless travel during peak tourism seasons.

When systems are disconnected, even minor disruptions can become more complex to manage, particularly as demand increases. This can impact gate availability, check-in flow, and aircraft turnaround times. By integrating its core operational systems onto one coordinated platform delivered by SITA, YDA Dalaman now works from a shared operational picture across flights, stands, gates, check-in counters, and baggage resources.

Together, SITA's suite of systems allows YDA Dalaman Airport to act earlier, allocate resources more

accurately, and maintain steady, predictable passenger flow during periods of high demand.

The integrated solutions include SITA Airport Management System brings together flight data, resource allocation, and passenger information into one live environment. Through SITA Airport Integrator, this connects directly with the airport's financial and billing system, the airport website, passenger boarding bridges, and baggage handling systems, ensuring all stakeholders rely on the same up-to-date information.

With this end-to-end visibility, operational teams can identify potential issues before they escalate, reassign gates and counters in real time, and protect aircraft turnaround performance during peak periods, supporting consistent service levels for passengers and airlines.

Systems also include SITA FLEX which provides shared-use check-in and boarding infrastructure, allowing flexible scaling as

demand shifts. SITA Bag Manager makes sure every checked bag is matched to a boarded passenger before departure, strengthening security and supporting on-time performance. SITA Local Departure Control System empowers airlines that don't have their own platforms to manage check-in, boarding, and load control reliably and in line with regulatory requirements. Finally, SITATEX provides secure, standardized operational messaging between airlines, ground handlers, and airport teams when schedules change.

Yiğit Laçın, CEO of YDA Dalaman Airport said: "As traffic continues to grow in Dalaman region, scaling operations without adding complexity is critical. Working with SITA has allowed us to bring our operational systems together into one coordinated environment. Our teams now work from the same live data, allowing for faster decisions and more efficient use of airport infrastructure during high-demand periods. As YDA Dalaman Airport, we will continue

to prioritize digitalization as part of our commitment to delivering the best-possible service quality."

Selim Bouri, President Middle East, Africa, and Türkiye at SITA: "Airports in tourism markets often experience sharp and concentrated demand, making coordination critical. When data is fragmented, inefficiencies increase and performance becomes harder to maintain. By bringing its operations into a single, real-time environment, YDA Dalaman Airport is able to make faster decisions and use its infrastructure more efficiently, helping to maintain consistent service levels for both passengers and airlines."

YDA Dalaman Airport expanded its terminal capacity to 17.5 million passengers in 2018 and continues to play a strategic role in Türkiye's aviation network. With this operational platform in place, the airport is positioned to manage continued demand with stronger coordination, efficiency, and operational confidence.

# GIC International Catering opens second location



**G**IC International Catering (GIC), a specialist in customized in-flight catering for more than 25 years, is expanding beyond its headquarters in Kelsterbach near Frankfurt Airport to Munich. A new production facility, covering around 2,500 square meters with a capacity of 20,000 meals per day, is being built in CTPark Munich North, directly adjacent to the airport. Completion is scheduled for July 1, 2026. The independent airline caterer is investing around 1.8 million Euros in the development of its second location and is focusing on state-of-the-art infrastructure. In addition to high-quality standards for airline meals, GIC places particular

emphasis on sustainable and efficient processes.

Strategic growth reflects airlines' demand

The step into Bavaria is a key component of GIC's long-term growth strategy. By establishing a presence at another major aviation hub in Germany, the company is responding to the demands of numerous international customers. Airlines increasingly request catering services in both Frankfurt and Munich from a single provider. The new location will enable GIC to fully meet these requirements. GIC already supplies Uzbekistan Airways and Somon Air at Munich Airport via a partner caterer. Across Munich and

its Frankfurt headquarters, the company currently serves more than 20 airlines.

"We want to continue our success story, which is why the decision to open a second branch in Munich is the next logical step," says Göksel Yildirim, CEO of GIC International Catering. "At Germany's second-largest airport, we see strong potential to optimally serve both existing and new customers. At the same time, we are also evaluating additional locations, including Berlin and international markets, but our initial focus is on successfully establishing operations in Munich."

GIC International Catering GmbH (GIC), based in

Kelsterbach close to Frankfurt Airport, has been a reliable partner in airline catering for over 25 years, while also providing first-class catering services for schools as well as private events. As a family-owned business, GIC combines excellent cuisine with tailor-made solutions, sustainability, and cooperative partnerships. With state-of-the-art production and logistic processes as well as strict international security and hygiene standards, GIC stands for reliability and highest quality standards.

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# The Iran War Has Ended a Year of Economic Promise

By Eswar Prasad and Caroline Smiltneks



**B**efore Donald Trump launched his war of choice on Iran, the world economy was poised for a year of decent growth despite structural headwinds resulting from trade-policy volatility, rising public debt levels, and geopolitical fragmentation. The latest update to the Brookings-FT TIGER (Tracking Indexes for Global Economic Recovery) shows that financial markets were booming in many countries, and that private-sector confidence was recovering. Moreover, the US Supreme Court's ruling against Trump's "Liberation Day" tariffs was a positive omen for world trade, even if it did not ensure a predictable path forward.

But the Iran war has thrown the world economy off track and will almost certainly lead to a spike in inflation. How long that spike lasts, and whether growth will be dented substantially, depends on how quickly the war ends. The lack of a resolution to the conflict in the next few weeks, combined with the possibility that the war could engulf broader swaths of the Middle East, poses a substantial danger to the global economic outlook.

The two key questions, then, are whether the war will end relatively soon and without further substantial damage to energy infrastructure in the Gulf; and whether it will end in a way that allows for

durable regional peace. Because the situation remains highly fluid, we will focus on the underlying sources of pre-war growth momentum in major economies, as this provides a baseline for evaluating how seriously the war could affect macroeconomic prospects.

For its part, the US economy seemed to be on track for another year of healthy growth, despite some indications of slowing labor-market momentum. Inflation had stabilized, albeit at a level above the US Federal Reserve's 2% target, and strong consumer spending, continued investment in AI, and rising productivity were powering the economy and stock markets. Yet now, the Iran war presages a further increase in deficit

spending and federal debt, with Treasury bond yields rising significantly as a result. The dollar, which had weakened somewhat earlier in the year, has strengthened as investors search for safety.

Economic performance in the eurozone remained uneven as this year got underway. France continued to struggle with a budget overhang, turbulent politics, and weak consumer spending, while Germany was set for a modest recovery, but with private-sector confidence still fragile. The Netherlands, Italy, and Spain had stronger growth momentum. But eurozone countries' dependence on imported energy and robust foreign demand for their own

Continue on Page 10

Continued from Page 09

exports leaves them vulnerable to price hikes, which could stunt growth or perpetuate a broader global downturn.

Japan, also a major energy importer, confronts a similar set of challenges, including the possibility of higher inflation, especially if the yen continues to weaken. The United Kingdom remains beset by falling private-

shield it temporarily from the worst effects of energy-price hikes.

China also has room to leverage both monetary and fiscal policy to buffer the shock in the short run. But its government has shown no urgency in addressing deep-rooted problems in real estate, financial markets, and the structure of public finances, not to mention an unbalanced

which might have the side effect of prolonging the war in Ukraine, adding to geopolitical instability.

Finally, the Iran war has dealt a particularly severe blow to low-income economies, many of which had seemed poised for a breakout year of growth. These economies depend heavily on imported fertilizer, oil, and gas, and roughly half of their

Many major advanced economies' public finances are already strapped. High fiscal deficits and debt levels leave little room for maneuver, and rising interest rates in some countries are making matters worse by adding to governments' debt-service costs. With economic and geopolitical instability having become the new normal, the Iran war highlights the importance of maintaining



sector investment, as well as weak consumer spending and productivity growth. Neither country has much room to use fiscal policy to soften the blow from higher energy prices.

Then there is China, whose economy showed signs of stabilizing earlier this year. Exports were still the main growth engine, but domestic consumption, investment, and industrial production were beginning to pick up. China's fossil-fuel reserves, combined with its progress in adopting cleaner alternatives, are likely to

growth model characterized by weak household consumption.

India appeared poised for another year of banner growth with low inflation, disciplined fiscal policy, and a resurgent manufacturing sector; but these trends are now in doubt. India's dependence on imported energy leaves its consumers and manufacturers highly vulnerable to price spikes—worries that are reflected in a sharp depreciation of the Indian rupee and falling equity prices. At the same time, rising oil prices could provide a boost to the Russian economy,

household expenditures go to food and energy. Since most lack policy space, the spike in energy and food prices will severely damage their growth prospects.

This is an extraordinarily challenging time for policymakers, all of whom are looking for ways to shield their economies and citizens from the economic impact of the war. Central bankers, in particular, are caught in a difficult bind as they weigh the twin risks of a prolonged spike in inflation and weakening growth.

policy buffers and investing in economic resilience.

Eswar Prasad, Professor of Economics at Cornell University and a senior fellow at the Brookings Institution, is the author of *The Doom Loop: Why the World Economic Order Is Spiraling into Disorder* (Hurst & Company, 2026). Caroline Smiltneks is an undergraduate at Cornell University.

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# Cabinet directs Transport Minister to deploy 100 newly acquired Metro Mass buses

By Iddi Yire, GNA



Cabinet has instructed the Transport Minister to ensure the expedited deployment of 100 newly acquired Metro Mass buses as part of the government's effort to address public transportation challenges.

Mr Felix Kwakye Ofori, the Presidential Spokesman and Minister of State in-charge of Government Communications announced this at a post Cabinet Meeting press conference at the Presidency in Accra.

The emergency Cabinet meeting was held to discuss the effects of the recent significant geopolitical developments in the shape of the US-Israeli-Iranian conflict and its impact on fuel prices.

Mr Ofori noted that another batch of 100 buses were expected in August, and the last batch of 100 in November to make up 300.

He said the Transport Minister had been instructed by the

Cabinet to ensure expedited deployment of these buses in high-traffic corridors to ensure that it alleviates any difficulties that might have arisen out of the recent fuel price increases.

"The Transport Minister has also been charged with ensuring that these Metro Mass buses, in addition to the existing ones, charge or maintain transport fares which are lower than what private sector operators charge," he said.

"And this is to ensure that the needs are cushioned, especially when we reach peak periods at the rush hour."

He said in addition to this, the President reminded all Ministers and Senior Government officials and appointees to adhere strictly to his ban on fuel allowances and the allocation of fuel, which applied to all Ministers and Senior Government officials.

He said immediate steps should be taken to reduce the price

of fuel through the removal of some taxes and margins on fuel, effective the next pricing window, which is about a week from today.

He said since the start of the United States-Israel conflict with Iran, the price of crude oil and finished products had gone up significantly, which had impacted economies around the world, especially regarding the price of fuel at the pump.

"The Cabinet noted the major economic gains that have been made over the last year and a few months through the significant appreciation of the Ghana cedi and its stability, the lowering of inflation to around 3.2 per cent, and other such gains within the country."

He explained that these gains had in themselves served to mitigate the impacts of the current conflict and the price of fuel compared to what was obtained in 2022 when the Ukrainian conflict broke out.

He said the Cabinet noted that despite the cushioning effects of the economic gains that they had made, there had still been some impacts on fuel prices at the pump.

He said consequently, Cabinet had decided that measures be taken to mitigate the impact of the recent increases that Ghanaians had seen in fuel prices, which were solely attributable to the conflict that had arisen.

"The first directive that the Cabinet has issued is that the finance and energy ministers should take immediate steps to reduce the price of fuel through the removal of some taxes and margins on fuel, effective the next pricing window, which is about a week from today."

"After the four weeks, the situation will be reviewed. And as and when it is deemed necessary, appropriate actions will be taken."

GNA.

# President Mahama celebrates NASA Astronaut Christina Koch

By Iddi Yire, GNA



President John Dramani Mahama has joined the University of Ghana and the entire nation in celebrating NASA Astronaut Christina Koch on her historic membership of the Artemis II mission.

“It is a point of immense pride to learn that Christina, the only woman on this pioneering lunar mission, was once an exchange student at our very own University of Ghana during the 1999/2000 academic year,” President Mahama said in a statement.

“Her time at Legon was not just a passing visit; she truly immersed herself in our culture and heritage,” the President stated further.

He said by studying the History of Ghana, the History of Africa, Rural Sociology, Music, and even

Twi for Beginners, she built a foundation of global citizenship right here in Accra.

He noted that her gesture of hoisting the Ghanaian flag in outer space was a deeply touching moment for every Ghanaian. It is a testament to the fact that no matter how far one travels, even into the vastness of space, the friendships made and the lessons learned stay with you.

“Christina’s journey from the classrooms of the University of Ghana to the frontiers of space exploration serves as a powerful inspiration to every young Ghanaian,” President Mahama said.

“It reminds us that our educational institutions continue to produce and shape global leaders who break barriers and reach for the stars.

“On behalf of a proud nation, I wish Christina Koch and the entire Artemis II crew godspeed on your return journey to earth.”

He said may her success continue to inspire generations across Ghana, Africa, and the world to believe that there was no height

that was insurmountable.

“Congratulations, Christina. Ghana is proud of you!” President Mahama stated.

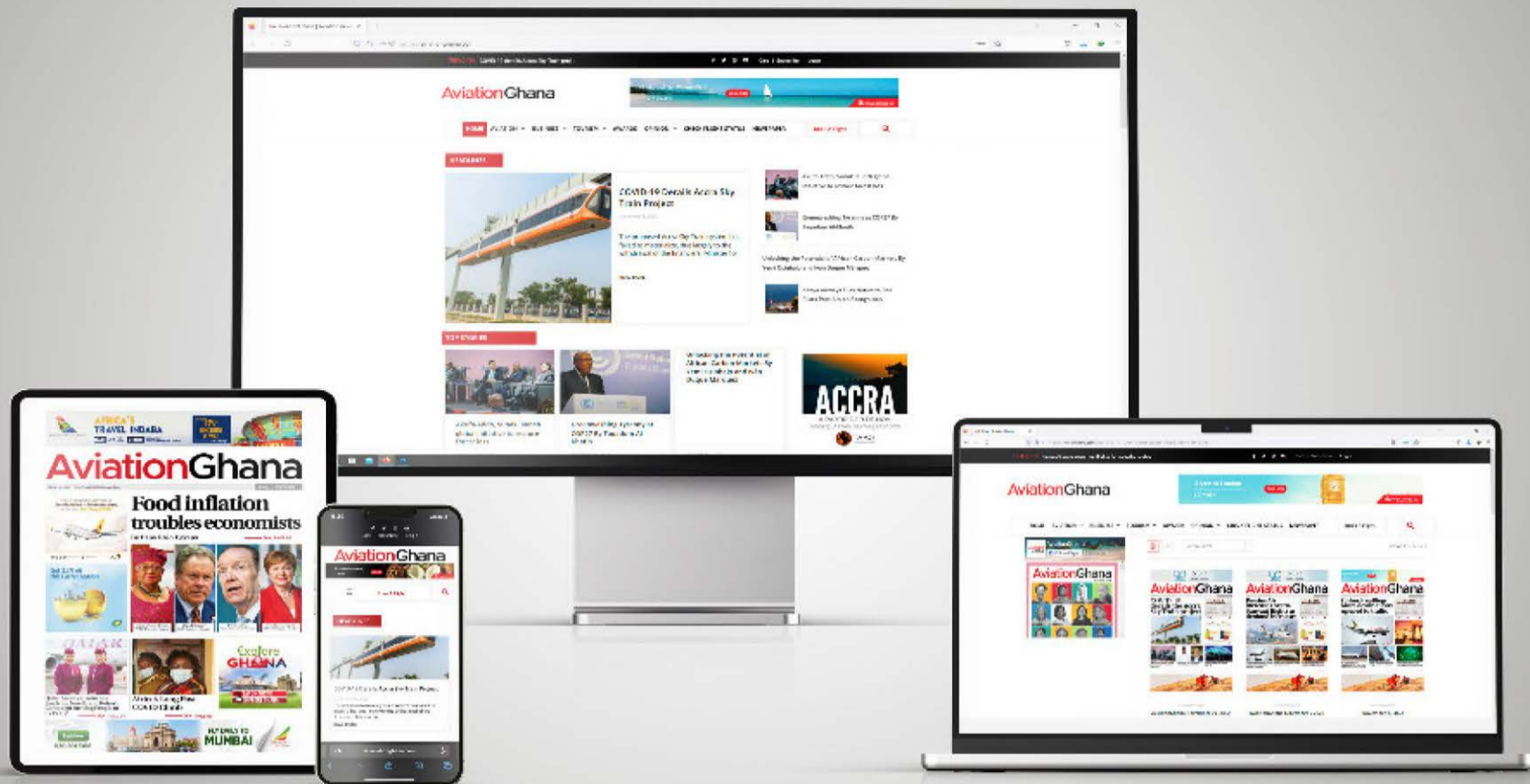
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Edited by Benjamin Mensah



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