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MAY 12, 2026 | WWW.AVIATIONGHANA.COM

Today: Wind 27°C

Edition:129/2026

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Global Carriers Eye Ghana National Airline Deal

By Dominick Andoh



Interest in Ghana's planned new national airline has intensified ahead of the May 29, 2026 deadline for the submission of proposals by strategic investors and airline partners seeking to participate in the establishment of a new flag carrier for the West African nation.

Industry sources tell AviationGhana that several reputable international airlines, aviation investors, and technical operators have, in recent weeks, made further inquiries into the project as the government moves closer to selecting a strategic partner for the long-awaited initiative.

The renewed momentum highlights growing confidence in Ghana's aviation market and the country's ambitions to position Accra as a major regional aviation hub in West Africa.

Delta Air Lines, EgyptAir, Boeing, and Ethiopian Airlines, according to AviationGhana sources, are interested in the project

Strategic Push to Rebuild National Carrier

The national airline initiative forms part of President John Dramani Mahama's broader aviation sector agenda. During the 2024 election campaign, Mr. Mahama pledged to establish a new national airline under his administration, following years of unsuccessful attempts by previous governments.

Ghana has remained without a national carrier since the collapse of Ghana International Airlines in 2010 and the earlier demise of Ghana Airways in 2004. Several attempts involving partnerships with both local and foreign investors failed to materialize.

The latest process is attracting greater technical and commercial interest because the government is seeking a long-term strategic investor capable of deploying aircraft, operational systems, and route-development expertise within a relatively short implementation timeline.

Ghana's Aviation Market Gains Momentum

The heightened interest also reflects growing confidence in

Ghana's aviation sector, which has seen significant expansion in infrastructure and connectivity in recent years.

The Accra International Airport continues to attract increased airline activity, with carriers including Emirates, KLM, British Airways, Ethiopian, ASKY, and Qatar Airways, plus the planned entry of Etihad and Riyadh Air, signaling growing confidence in the Ghanaian and broader African market. There is also the planned launch of two new domestic passenger airlines, such as Air Ghana and Relax Airlines.

Ghana's improving aviation infrastructure is becoming increasingly attractive to investors. Major projects include the expansion of Prempeh I International Airport in Kumasi, modernization of Terminal 2 at Accra International Airport, rollout of advanced passenger processing systems and the near completion of Ghana's first Maintenance, Repair and Overhaul (MRO) facility.

Hub Ambitions Driving Investor Confidence

Ghana's geographic location, political stability and growing role in regional trade continue to strengthen the business case for a national airline.

The government's broader aviation strategy includes strengthening domestic connectivity, expanding regional air links, and leveraging aviation to support tourism, trade, and the African Continental Free Trade Area (AfCFTA).

Speaking at the AviationGhana Breakfast Meeting earlier this year, Ghana Airports Company Limited's Managing Director, Mrs. Yvonne Nana Afriyie Opare, stressed the importance of stronger domestic and regional connectivity in supporting Ghana's hub ambition.

The successful launch of a commercially viable national airline could significantly enhance Ghana's position within West Africa's increasingly competitive aviation market.

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GACL races to finish Terminal 2 upgrades

By Joojo Maapa



Ghana Airports Company Limited (GACL) has intensified efforts to complete the ongoing refurbishment and modernization of Terminal 2 at the Accra International Airport ahead as construction activities enter a critical phase.

In a public notice issued by management, GACL announced the temporary partial closure of the road section in front of the Terminal 2 departure hall effective Monday, May 11, 2026, to allow for major refitting works on the frontage and façade of the terminal building.

The company stated that the affected section would remain inaccessible to both vehicles and pedestrians for approximately one month while engineers and contractors undertake renovation activities aimed at upgrading passenger-facing infrastructure at the facility.

“To minimize the disruption, directional signage and traffic management personnel will be on-site to guide commuters and ensure smooth movement,” the notice said.

The accelerated works form part of broader plans by GACL to reposition Terminal 2 into a

modern multi-purpose domestic and international terminal as passenger traffic through Accra continues to grow.

The redevelopment is expected to support the planned relocation of several carriers serving Accra’s main airport from Terminal 3 to Terminal 2.

Airport authorities are racing to complete the modernization works before the peak summer travel season, when passenger volumes are expected to increase significantly.

The refurbishment project includes improvements to passenger processing areas,

terminal frontage, circulation systems and operational facilities aimed at enhancing passenger experience and operational efficiency.

GACL has in recent years embarked on a broader infrastructure modernization programme across Ghana’s airport network as part of efforts to strengthen the country’s ambition of becoming a regional aviation hub.

GACL races to finish Terminal 2 upgrades | Send all inquiries and press releases to AviationGhana.info@gmail.com

Boeing Supports Angola's Aviation Safety Modernisation Efforts

By Nana Yaa Djan-Parry



Boeing has reaffirmed its commitment to supporting aviation safety development in Angola through technical collaboration and regulatory capacity-building initiatives involving the country's civil aviation sector.

The latest engagement brought together aviation regulators, safety experts and industry stakeholders during a specialised workshop hosted in partnership with Autoridade Nacional da Aviação Civil (ANAC) in Luanda.

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The programme focused on strengthening oversight capabilities, enhancing operational safety standards and supporting Angola's broader efforts to align its aviation systems

with international regulatory requirements.

Participants included officials from aviation authorities, airport operators, airlines and technical experts involved in safety oversight and operational compliance across the region.

The collaboration reflects growing efforts by Boeing to deepen engagement with African aviation markets not only through aircraft sales, but also through safety enhancement, training, and technical support initiatives aimed at improving the continent's aviation ecosystem.

Angola has in recent years intensified efforts to modernise its aviation sector as part of a wider strategy to improve connectivity, attract international carriers and position Luanda as a stronger

regional aviation hub.

The country has also undertaken reforms in regulatory oversight and airport infrastructure development while working closely with international aviation partners to improve compliance with global safety standards.

Boeing said aviation safety remains central to sustainable air transport growth, particularly in emerging markets where passenger demand and airline operations are expected to expand significantly over the coming decades.

The engagement in Luanda is expected to contribute to knowledge transfer, operational best practices and stronger institutional cooperation between global aviation manufacturers and African regulatory bodies.

Africa continues to face challenges in aviation safety oversight capacity, technical training and infrastructure financing, making partnerships between governments, regulators and industry players increasingly important for long-term sector development.

The workshop further highlights Angola's ambition to strengthen confidence in its aviation sector and enhance operational safety across its air transport industry.

Boeing Supports Angola's Aviation Safety Modernisation Efforts | Send all inquiries and press releases to AviationGhana.info

Ghana-China trade hits record US\$14.1 billion in 2025

By James Amoh Junior, GNA



Bilateral trade between Ghana and China reached a record US\$14.1 billion in 2025, representing a 19.3 per cent increase over the previous year.

The development reflects growing economic ties between the two countries and reinforces China's position as Ghana's largest trading partner and a major source of foreign investment.

Mr Cong Song, the Chinese Ambassador to Ghana, announced this at his first official press briefing in Accra on Monday.

He described Ghana-China relations as broad, dynamic and strategically aligned, particularly as both countries pursued ambitious economic transformation programmes.

Mr Cong said while China was implementing its 15th Five-Year Plan focused on high-quality development, technological advancement and industrial modernisation, Ghana was pursuing economic recovery and industrial growth under the Government's "24-Hour Economy" and "Resetting Ghana" agenda.

"China and Ghana share highly compatible development

philosophies, and the prospects for cooperation in various fields are broad," he stated.

The Ambassador said Ghana's economy had shown strong signs of recovery, recording six per cent Gross Domestic Product growth in 2025, while inflation reportedly declined to 3.4 per cent by April 2026.

He attributed the steady growth in bilateral trade partly to increasing Chinese investments in sectors such as mining, energy, manufacturing, aviation and construction.

Mr Cong said Chinese-invested mining firms, power plants, oil refineries, airlines, steel factories, ceramic companies and cement manufacturers had established deep roots in Ghana's economy, creating thousands of jobs and contributing to industrialisation.

He said the investments had also supported Government efforts to promote "Made in Ghana" products and stimulate long-term economic recovery.

"The China-invested mining companies, power plants, oil refineries, airlines, steel companies, ceramic companies and cement factories have deeply rooted themselves in Ghana, creating thousands of jobs and significantly

improving the lives of local residents," he said.

Mr. Cong said China was ready to deepen cooperation with Ghana through increased investment, technology transfer and industrial collaboration.

He said China intended to support Ghana's industrial transformation agenda, including the proposed Volta Economic Corridor project, expected to create opportunities in manufacturing, logistics and trade.

The Ambassador said China's strengths in capital, technology and industrial development aligned with Ghana's development priorities and resource potential.

He said both countries were seeking to strengthen industrial value chains through deep processing of agricultural products and promotion of local manufacturing.

Mr Cong also highlighted China's zero-tariff policy for all products from 53 African countries with diplomatic ties to China, including Ghana, describing it as a major boost to Africa-China trade relations.

The policy, which took effect on May 1, 2026, removes import duties on Ghanaian exports to China, including cocoa products, cashew, shea butter, textiles and handicrafts.

He said the initiative would reduce export costs for Ghanaian businesses, improve competitiveness in the Chinese market and attract additional investment into local processing industries.

"For example, Ghanaian cocoa previously had tariffs ranging from eight to 22 per cent, but after the implementation of the zero-tariff treatment, cocoa and other products can now enter China duty-free," he noted.

Mr. Cong said the policy would help Ghana diversify exports, create jobs

and increase opportunities for small and medium-scale enterprises.

He also stressed the importance of people-to-people exchanges in strengthening Ghana-China relations.

The Ambassador disclosed that more than 10,000 Ghanaian students were studying Chinese language and culture, while several cultural and educational exchange programmes had been planned under the 2026 China-Africa Year of People-to-People Exchanges initiative.

He said nearly 600 exchange activities involving youth, media, tourism, arts and governance would be organised across Africa this year to deepen cultural understanding and cooperation.

On illegal mining, popularly known as galamsey, Mr Cong reiterated China's support for Ghana's efforts to combat the menace and protect the environment.

He stressed that the Chinese Government opposed the involvement of Chinese nationals in illegal mining and had consistently directed its citizens abroad to obey the laws of host countries.

The Ambassador called on the Ghanaian media to continue reporting fairly and comprehensively on Ghana-China cooperation and the contributions of Chinese businesses and communities operating in the country.

He expressed optimism about bilateral relations, stating that the growing economic partnership between Ghana and China would continue to create opportunities for trade, investment, industrialisation and sustainable development.

GNA

Edited by Kenneth Sackey

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How Africa Can Escape the Debt Trap

By Hippolyte Fofack



The narrative that Africa faces a persistent debt crisis has become entrenched. In fact, despite representing nearly one-fifth of the world's population, the continent accounts for less than 3% of global sovereign debt. By contrast, the European Union and the United States account for a much larger share (nearly 16% and more than 34%, respectively). Moreover, Africa's average debt-to-GDP ratio, at 67%, is markedly lower than those of Europe (88.5%), the US (122.6%), and Japan (236.7%).

Nonetheless, many countries on the least-indebted and most capital-starved continent remain stuck in a debt trap. On May 12–13, Senegal will host an international conference to address the country's escalating debt crisis and, crucially, one of its main drivers: the structural asymmetries embedded in

the global financial system. This flawed architecture has obstructed Africa's access to affordable, long-term capital and prevented the continent from diversifying its sources of economic growth and trade, transforming debt from a manageable development instrument into a self-perpetuating cycle of vulnerability.

In particular, the shift toward costly, short-term, market-based borrowing amid declining concessional lending has trapped African countries in cycles of indebtedness and external dependence. Constrained by fragmented monetary landscapes and underdeveloped domestic financial markets, African countries are forced to borrow in foreign currencies, mainly the US dollar. This leads to currency mismatches and exposes these countries to disorderly capital outflows and

exchange-rate and interest-rate risks, especially monetary-policy shifts by the US Federal Reserve and other major central banks.

The balance-of-payments constraint associated with dollar funding creates a negative feedback loop. Exogenous economic shocks trigger capital flight to safe havens, sudden stops in financial inflows, and currency depreciation, all of which exacerbate the debt burden. Policymakers enact fiscal austerity, leading to a further slowdown in economic growth and revenues that make it even harder to service debt in the future.

Credit-ratings agencies such as S&P, Fitch, and Moody's deepen the debt trap by assigning most African countries lower ratings, which substantially elevate their borrowing costs and limit their market access. Sovereign bonds issued by

African countries typically yield 8–15%, in sharp contrast to yields of 1–5% in Europe and North America. These spreads impose high macroeconomic costs. According to the United Nations Development Programme, credit-ratings agencies' subjective evaluations have cost African countries an estimated \$74.5 billion.

These additional costs help create a debt overhang. Interest payments now account for more than 20% of government revenue in several African countries—including around 40% in Nigeria and over 70% in Egypt—thereby imposing significant opportunity costs on development. Resources that could be allocated to infrastructure, industrial policy, human-capital development, and technological upgrading are instead redirected to debt servicing.

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In short, Africa is paying so much not because of the amount of debt it has accumulated, but because of how that debt is structured and perceived. For African countries, it costs more to borrow less, setting unrealistic return-on-investment expectations that further undermine debt sustainability. As a result, a growing number of African countries have pursued rollovers and refinancing options, such as issuing new

At the same time, Africa faces other economic constraints. The continent loses more than \$50 billion annually in illicit financial outflows through trade misinvoicing, abusive transfer pricing, and tax avoidance. The global financial system enables these leakages with secrecy jurisdictions and limited multilateral cooperation on international taxation.

Moreover, the erosion of human capital and a chronic

To break the cycle of dependency and accelerate development, policymakers must redesign the global financial architecture. Aligning debt maturities with longer-term development objectives requires improving access to concessional financing, which can be achieved by strengthening development-finance institutions' capital base. At the regional level, policymakers must fast-track monetary integration and the development of deeper domestic capital markets to support

Africa is not heavily indebted; it is a victim of deep-seated inequalities, underpinned by an international financial architecture that prevents structural economic transformation and perpetuates debt crises. If the world is to harness Africa's demographic dividends and unlock its growth potential, both of which are essential to maintaining financial stability worldwide, the institutions, rules, and norms of global governance must become more balanced and



eurobonds, to settle maturing obligations—falling deeper into the debt trap.

This has accelerated the shift in recent decades from long-term concessional loans to short-term commercial debt. Private creditors now hold more than 40% of Africa's external public debt, up from 17% in 2000. Loans with shorter maturities compress repayment timelines, increase refinancing risks, and are misaligned with Africa's long-term development objectives. They also raise the risk of maturity clustering. This year, for example, African countries face a record \$90 billion debt wall driven by maturing eurobonds. Difficult tradeoffs will likely be necessary.

infrastructure deficit in an austerity-prone operating environment leave many African economies vulnerable to commodity shocks that drive external liabilities higher. When balance-of-payments crises invariably materialize, African governments are compelled to borrow in foreign currencies and implement adjustment programs that prioritize short-term fiscal consolidation over long-term development. (These programs' procyclical austerity measures can help stabilize public finances but often weaken state capacity and lower potential economic growth). Over time, this leads to repeated cycles of borrowing, crisis, and adjustment—the very definition of a debt trap.

long-term borrowing in local currencies and address structural mismatches between currency denomination and revenue generation.

It is also crucial to reform credit-ratings agencies' methodologies to achieve parity in access to affordable development finance, and to reduce the incidence of procyclical policies. This will not only rebuild these institutions' credibility but also foster economic growth and sustainable development. Lastly, the international community should regard fiscal consolidation and debt sustainability as being in service of a broader goal: to promote Africa's economic development.

development-oriented.

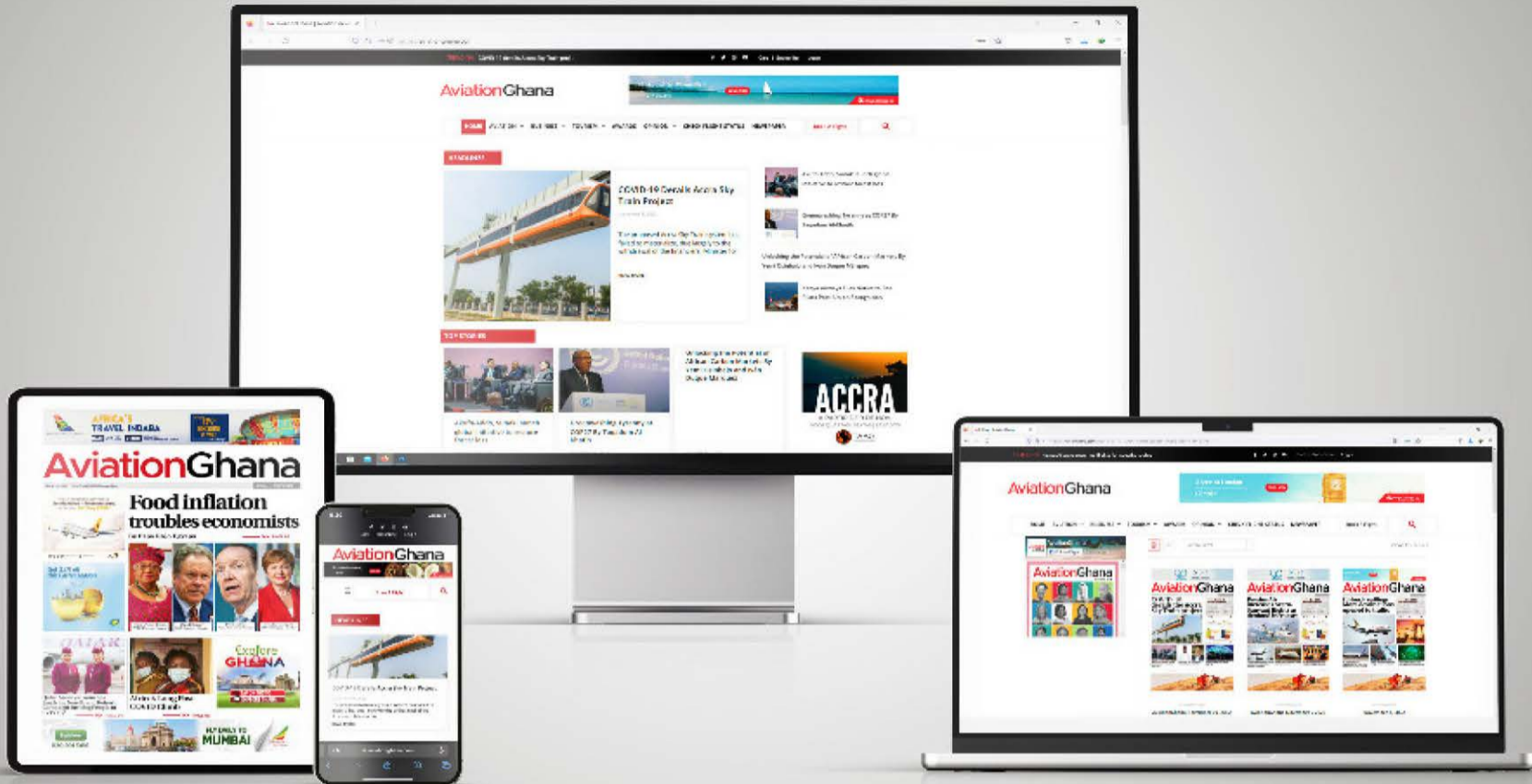
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Overcoming the AI Wisdom Gap

By Dana Humaid Al Marzouqi and Joanna Shields



In a recent New York Times essay, Northeastern University psychology professor David DeSteno posed a provocative question: Can religion make AI more moral? Religion, he argued, draws its transformative power not from doctrine or scripture, but from physical rituals such as fasting, breathwork, and communal prayer. Because AI has no body and no capacity for compassion, gratitude, or moral struggle, these mechanisms lie beyond its reach.

This argument, while compelling, misidentifies the problem. Of course, we cannot make AI virtuous in the way that a meditating monk is transformed through spiritual practice. But the real question is who determines the values embedded in the AI systems that shape how billions of

people make decisions, and which moral traditions and assumptions those systems ultimately reflect.

In just a few years, AI has become a fixture of daily life. In a 2025 global Ipsos survey, 53% of respondents said AI has already changed their lives, while two-thirds expect it to change society even further in the coming years.

AI's growing influence is rooted in the fact that it is trained on the accumulated record of human knowledge, language, and behavior. Increasingly, these systems also learn through simulation, developing powerful capabilities that are not fully explainable, even to their creators.

While people use AI to become more productive, they

are also beginning to rely on it to feel seen and understood. In this sense, generative AI has moved beyond utility into intimacy, entering emotional spaces once reserved for human relationships. Among younger users in particular, chatbots are becoming confidants, offering reassurance and advice. For some, AI is already the preferred source of comfort and counsel.

But heavy reliance on AI companions carries profound risks, as it is associated with loneliness and reduced social engagement. A major part of AI's appeal is that, unlike human relationships, it offers interaction without friction. Over time, the danger is that it may condition people to seek relationships that no human being can sustain.

Something similar is happening

in the domain of morality and spirituality, as people increasingly turn to AI systems with questions of meaning, ethics, and belief. Many now use AI to summarize sacred texts, interpret religious doctrine, and seek moral guidance.

The problem is not merely regulatory or technical. It concerns how people understand themselves, how they relate to one another, and how they tell right from wrong. These are not questions that better models or stricter compliance alone can answer; they require judgment, context, and moral imagination. In short, they require wisdom.

That is where DeSteno's argument falls short. The value of faith traditions in the age

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of AI lies not in their ability to make machines spiritual, but in the preservation of centuries of moral reasoning. Across cultures and continents, faith communities continue to play a unique role in shaping moral understanding. Religious leaders remain among the most trusted figures, particularly in moments of ethical ambiguity or personal crisis. While AI can simulate empathy, it cannot feel it, and therefore has little to offer in such moments.

be automated. Rebuilding trust within communities fractured by violence, exploitation, or neglect requires human relationships, moral credibility, and lived experience.

With this in mind, the Faith-AI Covenant initiative held its inaugural roundtable in New York in April, bringing together representatives from more than 15 faith communities and leading AI companies, including OpenAI and Anthropic. The initiative draws inspiration from

Rather than encoding religious doctrine into governance frameworks, the goal is to ensure that human values and social responsibility remain central to them.

By fostering collaboration between AI developers and faith communities, the Faith-AI Covenant seeks to connect the technical architecture of these systems with the ethical foundations of the societies they increasingly influence. Informed by discussions between AI and

exploitation, radicalization, and manipulation.

At the heart of the Faith-AI Covenant is the belief that technological progress and the moral wisdom of faith communities are not in conflict with one another. AI is set to transform every aspect of our societies. The question is whether that transformation will be driven only by technological capability or guided by the values and personal bonds that make us human.



At the same time, AI can play a powerful role in protecting vulnerable people and strengthening communities when used carefully and strategically. Our combined experience in law enforcement, child and community protection, technology, policy, and interfaith collaboration—including through the Interfaith Alliance for Safer Communities—has taught us that AI can help identify threat patterns, flag risks, and support early intervention.

The hard work of understanding why harm occurs, however, cannot

countries that have sought to integrate ethical frameworks into AI development. Chief among them is the United Arab Emirates, home to more than 200 nationalities and all major religions, which Microsoft recently ranked as a global leader in workplace AI adoption.

The Covenant's premise is straightforward: since AI models are already shaping how people think, relate, and make decisions, the values embedded within them cannot be determined solely by technical processes. They must also be informed by the moral traditions that have long guided human societies.

faith leaders from around the world, its aim is to advance shared moral frameworks that protect dignity, agency, and cognitive liberty, ensuring that those principles shape how AI models are designed and deployed.

To reduce the risk of inaccurate or harmful AI-generated interpretations, the initiative supports the creation of a verified, consensus-based body of religious knowledge across traditions and languages. It also encourages developers and faith leaders to design safety mechanisms that can identify and mitigate harms such as

Dana Humaid Al Marzouqi is Co-Chair of the Faith-AI Covenant Global Initiative and Chief Executive of the Interfaith Alliance for Safer Communities (IAFSC). Joanna Shields, a former UK minister for internet safety and security, is Co-Chair of the Faith-AI Covenant Global Initiative.

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