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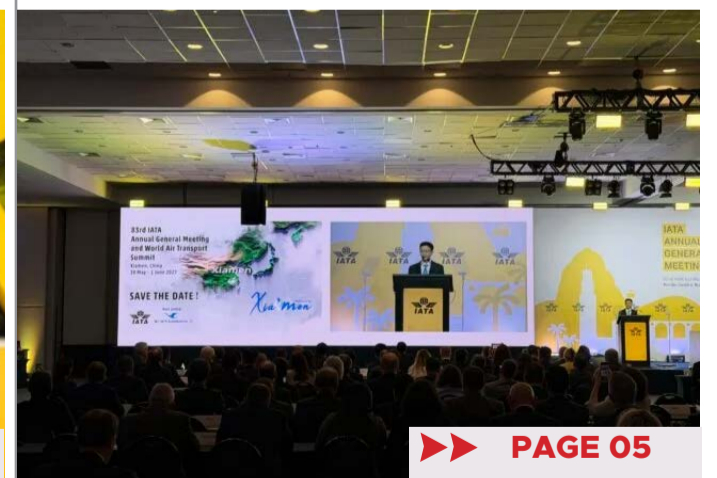
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# IATA Sees Global South as Key to Aviation's Green Future

By Joojo Maapa



The race to decarbonise global aviation is creating a multi-billion-dollar opportunity for Brazil, Ghana and other countries across the Global South, as airlines search for new sources of Sustainable Aviation Fuel (SAF) to meet ambitious net-zero emissions targets.

Speaking at the 82nd International Air Transport Association (IATA) Annual General Meeting in Rio de Janeiro, IATA officials said the future of green aviation could increasingly depend on countries with abundant agricultural resources, strong biofuel industries and the capacity to develop new energy value chains.

According to IATA, airlines will require approximately 500 million tonnes of SAF by 2050 to meet the industry's net-zero carbon commitment. Yet global production remains extremely limited, creating a significant supply gap.

## Brazil's Natural Advantage

IATA believes Brazil is uniquely

positioned to become a global leader in SAF production.

The country possesses one of the world's largest biomass feedstock potentials, estimated at around 180 million tonnes by 2050, capable of generating about 60 million tonnes of SAF. By 2030 alone, Brazil could produce approximately 12 million tonnes of SAF, five times the estimated global output expected in 2026.

Brazil's established ethanol industry, refining infrastructure and expertise in biofuel production provide a ready-made platform for scaling advanced SAF technologies, including ethanol-to-jet fuel pathways.

"Brazil has all the ingredients to be a global SAF powerhouse," said IATA Director General Willie Walsh, noting that the opportunity could create jobs, strengthen energy security and reduce dependence on imported fossil fuels.

## A Window of Opportunity for Ghana and Africa

While Brazil may currently lead the conversation, the wider African continent also possesses many of the same advantages.

Ghana and several African economies have abundant agricultural resources, significant biomass potential and large areas suitable for cultivating sustainable feedstocks that do not compete with food production.

As airlines increasingly demand SAF, countries capable of producing sustainable biofuels could become strategic suppliers to both African and international carriers.

For Ghana, the development of a SAF industry could complement ongoing efforts to position the country as a regional aviation hub while creating new opportunities in agriculture, manufacturing, logistics and export trade.

The African Continental Free Trade Area (AfCFTA) could further strengthen these prospects by creating larger regional markets

for sustainable energy products. Airlines Need More SAF Than the Market Can Supply

One of the strongest signals emerging from the 82nd IATA AGM held in Rio de Janeiro, Brazil, is that demand for SAF is significantly outpacing supply.

Current global production remains insufficient to meet airline requirements, creating attractive investment conditions for countries willing to develop the necessary infrastructure and regulatory frameworks.

IATA says targeted policy incentives, financing mechanisms, investment in production facilities and internationally recognised sustainability standards will be essential to unlock growth.

The organisation also supports the development of book-and-claim systems and alignment with global programmes such as CORSIA to facilitate international SAF trade. Building a New Aviation Economy

Beyond environmental benefits, the economic implications could be transformative.

A mature SAF industry would create value chains spanning agriculture, biomass cultivation, transport logistics, refining, advanced fuel production and exports. It could also generate skilled employment, strengthen rural economies and improve national energy resilience.

For Brazil, Ghana, and the wider Global South, the transition to sustainable aviation is increasingly becoming more than an environmental obligation. It represents a strategic industrial opportunity that could redefine these countries' role in the future of global aviation while helping airlines achieve their climate commitments.

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# LATAM Airlines, two others win IATA Diversity & Inclusion Awards



**Fiona Omondi, Chief Strategy Officer, Tradewinds Aviation Services and Co-Founder, Women in Aviation International, Kenya**

The International Air Transport Association (IATA) has announced the winners of the annual IATA Diversity & Inclusion Awards.

The winners for this year are: Rania Alturki, Executive Vice President, Human Resources, Saudia Group – Inspirational Role Model; Fiona Omondi, Chief Strategy Officer, Tradewinds Aviation Services, and Co-Founder, Women in Aviation International, Kenya – High Flyer; LATAM Airlines Group – Diversity & Inclusion Team.

The IATA Diversity & Inclusion Awards were generously sponsored by Qatar Airways. Through their support, each winner receives a prize of \$25,000, payable either to themselves or their nominated charities.

The 2026 IATA Diversity & Inclusion Awards were presented during the World Air Transport Summit (WATS), which followed the 82nd IATA Annual General Meeting in Rio de Janeiro, Brazil.

“Diversity and inclusion give opportunities for the broadest of talent pools to build long-term, sustainable careers. Moreover, it brings airlines even closer to the diverse communities they connect to global networks. Congratulations to the winners of this year’s awards. They demonstrate the many ways that the aviation industry is growing

stronger by advancing diversity and inclusion best practices,” said Karen Walker, Editor-in-Chief, Air Transport World and Chair of the judging panel.

“Aviation competes for talent. In that context, the IATA Diversity & Inclusion Awards inspire the industry with great examples of the many initiatives underway. They are a strong signal to anyone considering working in our amazing industry that there are opportunities without boundaries for all to build rewarding careers in aviation. It is particularly encouraging to see the growing number of women in roles in the cockpit, on the ground in maintenance and engineering roles and in the CEO’s office. There is still much more progress to make, but it’s important to pause and recognize the changes that are happening and those that are leading the charge. Congratulations to all those nominated for the Awards and, of course, the winners,” said Willie Walsh, IATA’s Director General.

#### Winner Profiles:

**Inspirational Role Model:** Rania Alturki, Executive Vice President, Human Resources, Saudia Group

Rania joined Saudia Group as the airline’s first female executive with one clear ambition – to create opportunities for female pilots and cabin crew members as well as integrate women into engineering and technical roles in an environment

that for years remained closed for women.

Under Rania’s leadership the group underwent a remarkable transformation journey with women now representing approximately 25% of the Saudia Group workforce, playing a key role in supporting the Group’s growth, innovation and transformation.

In addition, 56% of cabin crew members are now women and 34% of all new hires in 2025 were women, an increase of 11% compared to the year before. Importantly, more than 36 women now serve in different leadership positions across the Group.

In addition, the launch of the Female First Officers Initiative helped create new pathways for women to pursue and advance careers as commercial pilots. Through Group’s first Female Technicians program, now more than 280 women serve in technical and engineering roles while the SOAR Future Leaders Program helped establish a self-sustaining pipeline of female talent in an environment that for years had been male dominated, with women now representing 65% of all participants.

**High Flyer:** Fiona Omondi, Chief Strategy Officer, Tradewinds Aviation Services and Co-Founder, Women in Aviation International, Kenya

Fiona is a trailblazer of the aviation

industry in Africa who has co-founded Women in Aviation International Kenya with the aim of raising awareness of aviation careers and of supporting aspiring professionals through mentorship and outreach initiatives.

Fiona was also instrumental in establishing the Tradewinds Training Academy, which provides access to globally recognized aviation training and focuses on supporting students in building the skills needed to enter the industry.

These efforts have helped make aviation career pathways more top of mind for young people across the region, which in return has contributed to developing a more diverse talent pipeline.

Diversity & Inclusion Team: LATAM Airlines Group

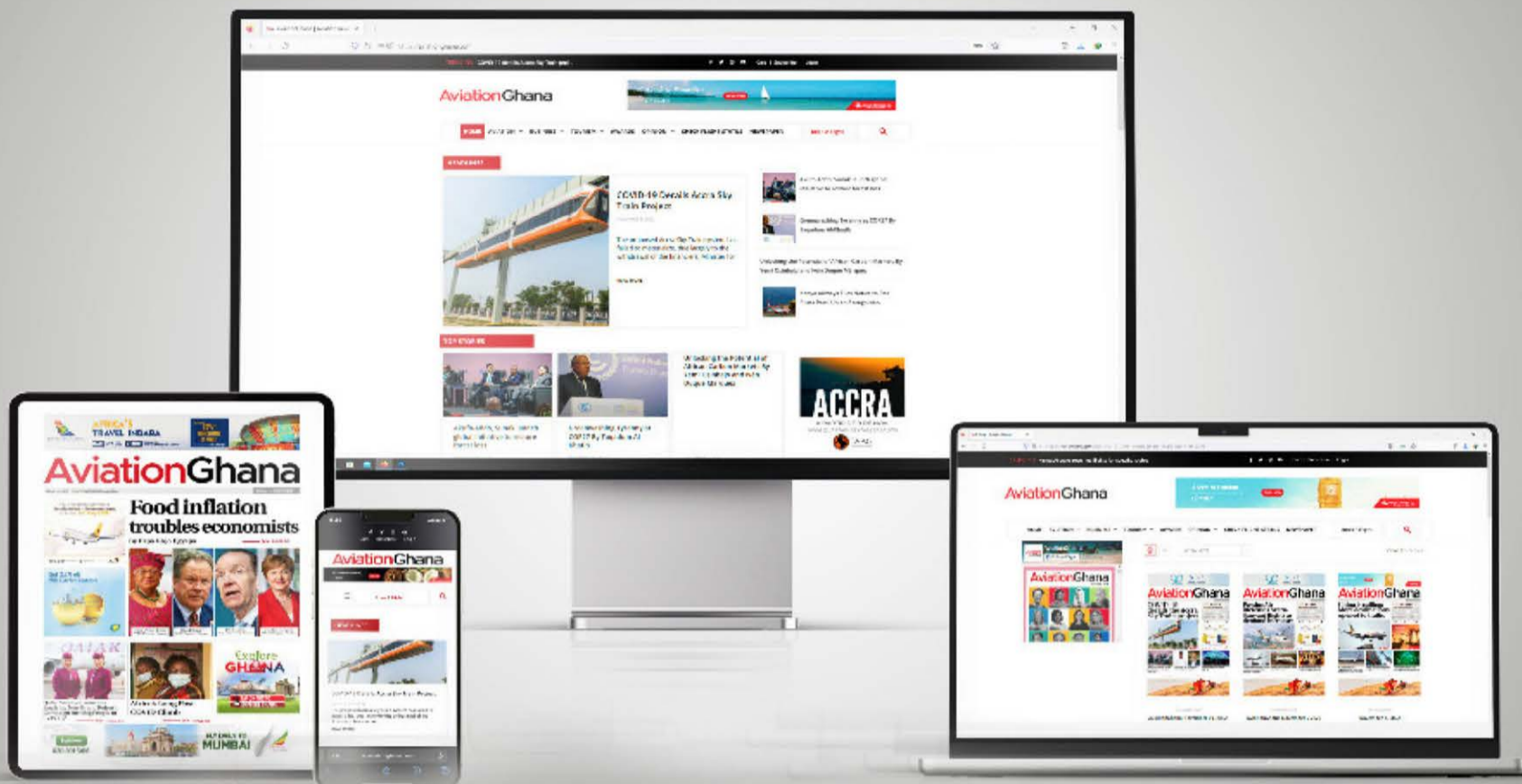
The efforts of LATAM Airlines Group and its affiliates focused on increasing the number of female maintenance technicians which in just four years rose from 111 in 2021 to 539 by December 2025 and have continued to grow throughout the group.

Through a concerted effort of senior leaders, HR, Maintenance, Branding, External Affairs, and Legal team members across Chile, Brazil, Colombia, Peru, and Ecuador, LATAM Airlines Group built a regional talent pipeline using scholarship programs, an in-house AMT school and alliances with educational institutions, internship programs and on-the-job training opportunities. These efforts were supplemented by the ‘Women Who Touch the Clouds’ (Mujeres que tocan las nubes in Spanish) campaign focusing on raising the profiles of those women at LATAM Airlines Group who dedicate their lives to building a more equitable world.

LATAM Airlines Group has dismantled gender stereotypes in technical roles and strengthened its workforce by expanding access to skilled talent in such a key area for the industry. This demonstrates how inclusion can directly support business resilience and long-term growth.

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# Xiamen Airlines to Host 83rd IATA AGM



**X**iamen Airlines is to host the 83rd IATA Annual General Meeting (AGM) and World Air Transport Summit (WATS) in Xiamen, China, from 30 May to 1 June 2027.

The International Air Transport Association (IATA) announced the next host of the annual gathering of world aviation leaders at the just-ended 82nd Annual General Meeting (AGM) and World Air Transport Summit (WATS) held in Rio de Janeiro, Brazil.

“We are excited to bring the

83rd IATA AGM to China, hosted by Xiamen Airlines. China is a major player in the aviation industry. China’s airlines are among the top airlines by passenger traffic in the world. And the country is at the forefront of how technology and digitalization can be deployed to improve efficiency. Hosting the AGM in China will allow the leaders of the global aviation industry to witness first-hand the impressive development of the China market,” said Willie Walsh, IATA’s Director General.

“Xiamen Airlines is proud to host the IATA AGM and

to welcome our industry colleagues to our home base of Xiamen. China is a vast and culturally diverse country, with many dynamic cities and regions beyond its best-known gateways. Located on China’s southeast coast, Xiamen is an historical port and interface for commerce between China and the rest of the world,” said Zhao Dong, Chairman of Xiamen Airlines.

“The opening of Xiang’an International Airport later this year demonstrates how Xiamen is growing its importance as a transportation and business hub. AGM guests can look

forward to discovering the rich culture, warm hospitality, coastal beauty, and a relaxed lifestyle that create the distinctive spirit and vitality of Xiamen,” said Xie Bing, CEO & President of Xiamen Airlines.

The decision to host the 83rd IATA AGM in China was made at the 82nd IATA AGM in Rio de Janeiro. This is the third time China will host the global gathering of aviation’s top leaders, and the first time it will be held in Xiamen. The AGM was previously held in Shanghai (2002) and Beijing (2012).

# Ghana's economy records 6.4% growth in first quarter of 2026



**G**hana's economy expanded by 6.4% in the first quarter of 2026, according to the latest figures released by the Ghana Statistical Service (GSS), reflecting continued resilience across key sectors of the economy.

The growth rate marks a modest improvement from the 6.2% recorded during the same period in 2025, signalling sustained momentum in economic activity despite ongoing domestic and global challenges.

Presenting the data, Government Statistician, Dr. Alhassan Iddrisu, noted that

the services sector remained the primary driver of growth during the quarter, while non-oil Gross Domestic Product (GDP) increased by 6.3%, highlighting broad-based expansion across the economy.

According to the GSS, the services sector grew by 7.1%, supported by strong performances in information and communication, which expanded by 25.2%, transport and storage at 13%, and trade at 7%.

The industrial sector also recorded robust growth of 6.9%, up from 4.1% in the corresponding period of 2025.

Mining and quarrying drove the improvement with a growth rate of 10.7%, while the oil and gas industry contributed to the expansion by rebounding and recording 7% growth

Agriculture expanded by 4% during the quarter. However, overall sector performance was partly constrained by a significant contraction of 18.5% in the fishing sub-sector.

Dr. Iddrisu further disclosed that seasonally adjusted GDP grew by 1.6% on a quarter-on-quarter basis, indicating that economic momentum remained positive throughout the period.

He also pointed to sustained

improvements in the Composite Index of Economic Activity (CIEA), which recorded growth rates of 6.1% in January, 7.7% in February, and 5.4% in March.

According to him, the latest data underscores the importance of maintaining macroeconomic stability, accelerating infrastructure development, deepening digital transformation and strengthening private sector-led growth. At the same time, he stressed the need to address persistent weaknesses in sectors such as fishing, accommodation and food services, as well as water and sewerage.

# BoG Mops Up GH¢17.2bn in Major Liquidity Operation Amid Cedi Stability Efforts



**T**he Bank of Ghana (BoG) has mopped up GH¢17.24 billion from the banking system through the issuance of 14-day bills, underscoring its commitment to maintaining tight liquidity conditions as it seeks to sustain progress in inflation control and exchange rate stability.

The liquidity absorption exercise, one of the largest conducted by the central bank in recent months, reflects ongoing efforts to prevent excess liquidity from fuelling inflationary pressures, speculative foreign exchange demand and broader macroeconomic imbalances.

According to Notice to Banks and the Public No. 865, the June 8, 2026, auction recorded total allotments of GH¢17.24 billion. Bid rates ranged between 10.46% and 10.95%, while the weighted average interest rate settled at 10.98%, indicating prevailing conditions in the short-term money market.

The operation highlights the central bank's continued reliance on open market operations as a key monetary policy tool to manage liquidity within the financial system. The move comes at a time when authorities are working to preserve gains made in

reducing inflation, stabilising the cedi and supporting the broader economic recovery.

Unlike Treasury bills, Bank of Ghana bills are not intended to finance government expenditure. Rather, they serve as instruments for regulating liquidity and ensuring that money market conditions remain consistent with the central bank's monetary policy objectives.

By withdrawing excess funds from the banking sector, the BoG aims to limit inflationary risks, curb undue pressure on the foreign exchange market

and keep short-term interest rates aligned with policy targets. The substantial uptake of the 14-day bills also signals the central bank's determination to closely monitor and manage liquidity levels amid evolving economic and market conditions.

For banks and other financial institutions, the instrument provides a secure short-term investment opportunity while enabling the central bank to manage liquidity without adding to government borrowing requirements.

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# The AI Revolution Mirrors the Green Transition

By Adam Michael Bauer and Gernot Wagner



The AI race is already generating forces that are transforming the global economy. That makes it surprisingly similar to the green transition, given the potential of both to upend traditional industries, labor markets, and geopolitical balances. Both call for trillions of dollars in upfront investments in exchange for significant benefits over the medium and long term.

The promise of AI is that it will cut unnecessary costs, boost labor productivity, and help humans solve previously intractable problems. Equally, the green transition would

do nothing less than contain climate change, the mother of all global externalities. It would eliminate the risk of both “climateflation” (higher prices caused by climate-driven supply shocks) and “fossilflation” (when hydrocarbon supply shocks, like the one caused by the current closure of the Strait of Hormuz, reverberate through the world economy). It would also improve public health, increase economic resilience, create jobs, preserve fragile ecosystems, and deliver many additional benefits.

But while the long-run gains in each case are clear, the shorter-term effects of a mis-

or unmanaged transition could be wildly disruptive. Consider the implications of a near-term spending burst. The BlackRock Investment Institute estimates that the AI buildout could increase inflation by up to half a percentage point over the next ten years, before finally mitigating inflationary pressures through productivity gains. Whether the green transition will cause near-term upward pressure on inflation is an open topic of debate. But what is not in doubt is the need for significant upfront investments to tackle major challenges down the road, combined with policy

responses to manage the concurrent transition risks.

One major risk associated with both the AI buildout and the green transition is worker displacement. For AI, the most direct effect may be on early-career positions in sectors like customer service and software development, where relative employment has already declined by 16% in three years. Moreover, Anthropic, one of the leading AI labs, estimates that this observed displacement reflects only a fraction of the effect that AI could have. Among the job categories situated most squarely in

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AI's automation crosshairs are white-collar occupations ranging from programming to financial and legal services.

In the case of the green transition, the impacts on labor markets are potentially as large, but blue-collar workers, beginning in the fossil-energy sector, will be the hardest hit. Although few will shed tears for the laid-off investment banker, entire political campaigns, including those mounted by US President

critical minerals that go into them.

Each transition features one superpower with a large incumbency advantage, leading the other to pursue protectionist policies to aid its domestic industries. China has been pursuing its own national semiconductor industrial policy since 2014, with the goal of creating a "manufacturing ecosystem with self-sufficiency" that "[disrupts] the fabric of the global semiconductor value chain." And former US

indeed "guide." Since both changes are all but inevitable, it makes no sense to try to stand in their way—as the Trump administration is doing by trying to block economically advantageous renewables projects in the US. Instead, policies should aim to channel technological and market forces in the right direction, while giving due attention to their all-important distributive effects.

Among the top policy priorities is to help reskill workers and ensure that communities share

profitable uses for each new technology. But it is up to policymakers to seek shared, longer-term benefits and to identify potential synergies across both transitions. There are many ways that AI could accelerate the green transition; but without the right incentives in place, it could also become yet another massive source of planet-warming emissions. The time to start thinking about those incentives was yesterday.

Adam Michael Bauer is a postdoctoral research scholar



Donald Trump over the past decade, have successfully tapped into working-class voters' frustrations with economic changes that lie outside their control.

The geopolitics of AI and the green transition are no less significant. While the United States holds the upper hand in chip design and utilization, China has a substantial lead in green technologies—including solar, wind, and electric vehicles—and in the

President Joe Biden launched a green industrial policy to promote more domestic clean-energy manufacturing and supply chains. But neither superpower has achieved parity yet (owing to various green policy reversals and setbacks in the case of the US).

The similarities between the AI buildout and the green transition present opportunities for policymakers to help guide each transition. The operative word here is

in the benefits generated by renewables and data centers. In each case, the role of policy is to advance the public good. With those boxes checked, policymakers can focus on supporting the buildout itself, such as by promoting sensible permitting reform that can help overcome the sometimes-understandable NIMBY ("not in my backyard") resistance that many projects will face.

Markets will inevitably find the least costly, most immediately

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