AviationGhana

JULY 14 , 2026 | WWW.AVIATIONGHANA.COM   Today: 29 °C   Edition:157/2026

ASKY Expands Nigeria Network with New Kano Route

PAGE 03

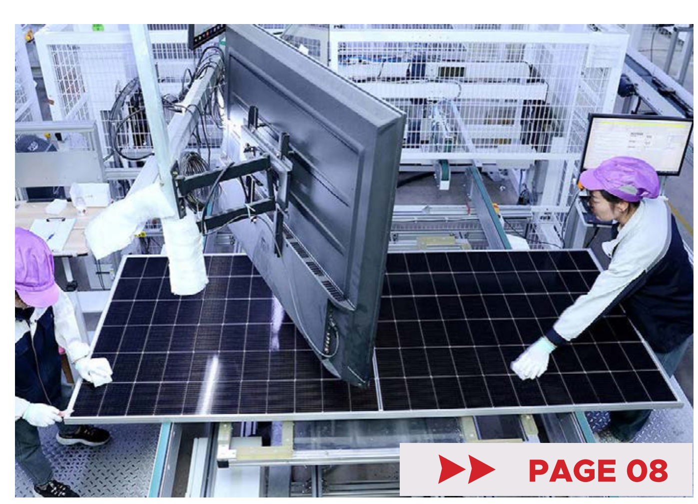
Emirates flight EK789 touches down in Accra for the first time

PAGE 04

Gov’t raises GHS 7.39 billion from treasury bills

PAGE 05

The Mother of All Economic Shocks Is Chinese Mercantilism



PAGE 08


Wakanow
Travel more this Summer
Start with Your Umrah Visa
Fast Umrah visa processing in 24-48 hours, plus flights, hotels and holiday packages made easy with Wakanow.
CONTACT US
053 1028 495 | 024 2435 515 | 030 7082 484
umrahsupport@wakanow.com
www.umrah.wakanow.com/en-gh

ASKY Expands Nigeria Network with New Kano Route

Pan-African carrier ASKY Airlines has announced Kano as its newest destination in Nigeria, further strengthening its position as one of West and Central Africa's fastest-growing regional airlines.

The new route becomes ASKY's third destination in Nigeria after Lagos and Abuja, underscoring the Togo-based airline's commitment to improving intra-African connectivity and supporting growing business and leisure travel demand across the continent.

The expansion follows the recent delivery of a brand-new Boeing 737 MAX 8 aircraft, registered ET-BCJ, configured with 16 Business Class and 144 Economy Class seats.

The aircraft increases ASKY's fleet to 16 aircraft, providing the airline with additional capacity to support network expansion and higher frequencies across its regional operations.

The addition of Kano comes as ASKY continues to position itself as the preferred regional carrier connecting West and Central Africa through its Lomé hub.

The new route is expected to commence in August, with the maiden flight scheduled for the first week of August. AviationGhana checks reveal that flights are now on sale on all major booking platforms.

The airline said the expanded fleet will allow it to increase frequencies on key regional routes, particularly during peak travel periods and holiday seasons, while offering passengers greater schedule flexibility and improved connectivity across its network. Kano is one of northern Nigeria's most important commercial centres, with strong demand from traders, business travellers and passengers connecting to destinations across West, Central and Southern Africa.

The new service is expected to strengthen commercial ties between Nigeria and neighbouring countries while providing seamless onward connections through Lomé to more than 30 destinations served by ASKY.

Strengthening Regional Connectivity

Since its launch in 2010, ASKY has steadily built one of Africa's most extensive regional networks, focusing on reliable schedules, modern aircraft and efficient connections between cities often underserved by international airlines. The arrival of the Boeing 737 MAX 8 also reflects the airline's long-term fleet modernisation strategy, providing improved fuel efficiency, lower operating costs and enhanced passenger comfort.

Emirates flight EK789 touches down in Accra for the first time

This weekend, Emirates flight EK789 landed at Accra International Airport for the first time, marking the next phase of growth for the airline in Ghana. Reflecting the country's growing demand for travel and global connectivity, Emirates now operates 11 weekly services between Dubai and Accra, offering customers more choice and greater convenience, whether travelling for business, leisure or visiting friends and family.

Operating every Tuesday, Thursday, Saturday and Sunday, the additional service complements Emirates' existing daily flight, introducing an early morning arrival time to optimize international connections from key inbound markets such as India, the US, the UK and Germany. The outbound flight is scheduled for convenient onward travel to key business and tourist hubs in Asia, Australia, the US and Saudi Arabia, via Dubai.

Salem Almana, Emirates' Country Manager for Ghana, said: "The arrival of this additional service reaffirms our long-term commitment to Ghana, a market that has played an important role in Emirates' African network for more than two decades. As travel demand continues to grow, we are pleased to offer our customers greater flexibility and more choice, underpinned by Emirates' world-renowned inflight experience and hospitality."

Since commencing operations to Ghana in 2004, Emirates has played an important role in connecting the country with global markets through its Dubai hub. Over the years, the airline has supported tourism, facilitated business travel and strengthened trade links between Ghana and destinations across its international network.

Yvonne Nana Afriyie Opare, Managing Director of Ghana Airports Company Limited said: "The introduction of Emirates' additional Dubai–Accra service is a strong endorsement of Ghana's growing aviation sector and the increasing demand for international connectivity. It is encouraging to see Emirates, a long-standing airline partner, continue to expand its operations in Ghana, providing passengers with more travel options while supporting the movement of people, goods and investment. At Ghana Airports Company Limited, we remain committed to working closely with Emirates and all our airline partners to strengthen connectivity, enhance the passenger experience and position Accra International Airport as a preferred gateway to West Africa."

The additional flights are operated by Emirates' Boeing 777-300ER aircraft, featuring eight private suites in First Class, 42 lie-flat seats in Business Class and 304 spacious seats in Economy Class. Customers travelling from Ghana will continue to enjoy Emirates' award-winning products and services, including regionally inspired cuisine and the airline's award-winning ice inflight entertainment system, offering more than 6,500 channels of on-demand entertainment in over 40 languages, including Ghanaian content.

Tickets can be booked now on emirates.com, the Emirates App, through online and offline travel agents, or at Emirates retail stores, including Emirates Travel Store in Accra.

Emirates has operated in Ghana for over 20 years, connecting Accra to its global network of nearly 140 destinations via Dubai. The airline offers a full range of premium services across Economy Class, Premium Economy, Business Class and First Class, complemented by its award-winning inflight entertainment system, ice, and renowned onboard hospitality.

Gov't raises GHS 7.39 billion from treasury bills

The Government of Ghana raised GHS 7.392 billion from the latest treasury bill auction, exceeding its borrowing target for the week.

Results released by the Bank of Ghana showed that government accepted GHS 1.80 billion in 91-day bills, GHS 1.06 billion in 182-day bills, and GHS 4.53 billion in 364-day bills.

This brings the total amount raised to about GHS 7.392 billion.

The amount was higher than the government's target of GHS 5.67 billion for the auction.

Investor demand was strong, with bids worth more than GHS 10 billion submitted for the three treasury bill instruments.

The 364-day bill attracted the largest share of investments, accounting for more than half of the total amount raised.

GNA


GHANA
YOU CAN NOW CONTACT
OUR CALL CENTER
+233 (0) 596 993 488
AD 1957
·FREEDOM AND JUSTICE·

Brussels Airlines, mixologist Manuel Wouters and Filliers launch "Heritage", a new signature aperiti

Brussels Airlines has teamed up with Belgian mixologist Manuel Wouters and distillery Filliers to create "Heritage", a new signature aperitif that is now exclusively available in Business Class on long-haul flights. Heritage pays homage to Belgium's emblematic flavours: elderflower, apple and pear. This signature drink underscores the unique "Boutique Hotel" approach Brussels Airlines offers its passengers.

Manuel Wouters is one of Belgium's most renowned mixologists. He founded Sips, one of Antwerp's leading cocktail bars, and recently opened Mill Hill in Kasterlee, also in the province of Antwerp. Wouters hosts a TV show, has authored several cocktail books, and has developed his own range of premium Belgian gins.

Filliers is a Belgian distillery based in Deinze (East Flanders), founded in 1880. For six generations, the Filliers family has crafted high-quality spirits while continuing its long-standing tradition of distilling excellence. Brussels Airlines and Filliers have been long-time partners. Filliers Classic Gin 28 is available both in Business Class and through the buy-on-board menu in Economy Class.

Now, Manuel Wouters and Filliers have teamed up to create a signature aperitif for Business Class passengers on Brussels Airlines' long-haul flights. Heritage is built around one clear ambition: to create a flavour that reflects Belgium. That is why the ingredients were deliberately chosen for their close connection to Belgian fruit growing and distilling traditions. Belgian apples, Pica pears, and elderflower form the foundation of the liqueur, complemented by a grain spirit of Belgian origin.

The development of Heritage took nearly ten months. Since September 2025, Manuel Wouters and Filliers have worked together to perfect the recipe. In total, eight different recipes were developed and tasted before the final blend was selected.

"In general, I am not a fan of pre-mixed cocktails. I agreed to work on this project with Brussels Airlines, but I was only willing to launch a product once I was 100% satisfied with the result. It took me months to find the perfect recipe, and I'm very happy with the outcome. We created a highly versatile drink that can be enjoyed on the rocks or mixed with tonic, ginger beer or even Champagne. I'm so excited about Heritage that I've decided to add it to the menu at my own bistro and bar as well," Manuel Wouters, Mixologist, Mill Hill said.

"Heritage is another way of showcasing our Belgitude. All ingredients are sourced in Belgium, Heritage is distilled in Belgium, and it is exclusively available onboard Brussels Airlines flights, in our lounges or at Manuel's own bar. We are confident that our passengers will enjoy this aperitif and that Heritage will help set the tone for an exceptional inflight experience," Steven Descamps, Inflight Product Manager, Brussels Airlines said.

Over time, Brussels Airlines aims to expand the Heritage range with a non-alcoholic alternative.

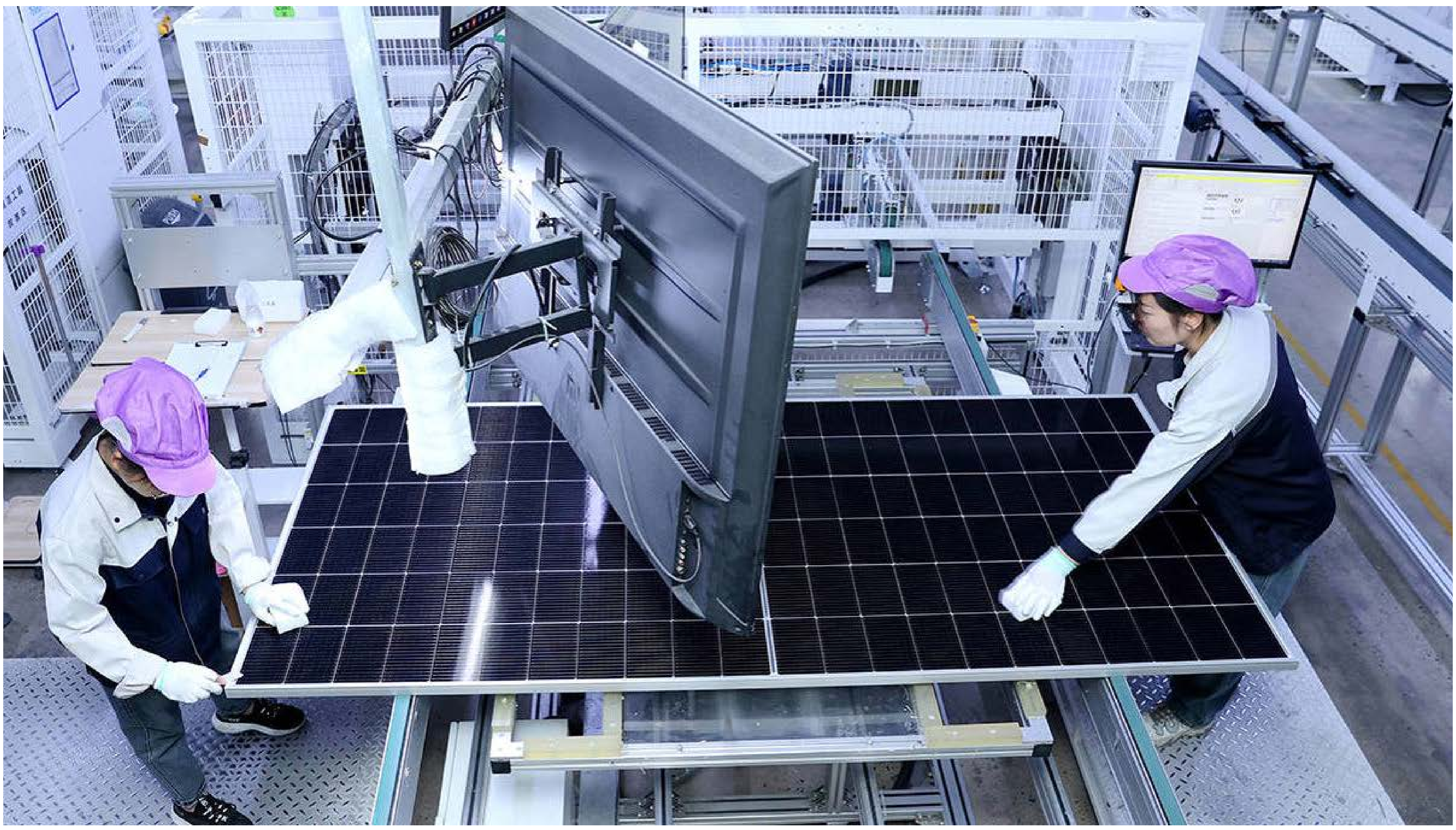
Investments in customer experience

Brussels Airlines is making significant investments to further enhance its customer experience. In 2026, the airline will introduce Starlink Wi-Fi, open a fully renovated lounge at Brussels Airport, and, earlier this year, introduced new tableware in Premium Economy.

In 2027, Brussels Airlines will introduce brand-new cabins across its long-haul fleet, further improving the passenger experience.

The Mother of All Economic Shocks Is Chinese Mercantilism

By Arvind Subramanian



In the long sweep of history, China's economic performance over the past 50 years will obviously stand out for the sheer scale and pace of quality-of-life improvements within that country. But China's impact on the rest of the world has still been underappreciated.

True, if the retrospective gaze were confined to global shocks in the post-World War II period, a few defining ones would be the 1970s oil embargos, which led to a large and permanent productivity slowdown in advanced economies; and the 2008 financial crisis, which brought globalization to a screeching halt and called into question the American model of finance-addled capitalism. The US Federal Reserve's policies have also had clear global effects. For example, Paul Volcker's tightening in the early 1980s precipitated a developing-country debt crisis, and the quantitative easing that began under Ben Bernanke ultimately fueled capital flows to emerging markets, thus sustaining high growth in the 2000s.

But Chinese mercantilism has arguably been even more consequential than any of these episodes. If it has not been recognized as such, that is because it has not been a one-off event, but rather a more persistent force that is often conflated with China's growth performance more broadly. The latent bias that leads analysts to place the United States at the center of the global economy has caused many to overlook just how game-changing Chinese mercantilism has been—in terms of both global public goods and global public bads.

On the asset side of the ledger, three entries stand out. The first is Chinese mercantilism's contribution to the Great Moderation. After the high inflation of the 1970s, global inflation declined and remained low until the COVID-19 pandemic. While sound monetary policymaking and central-bank independence were important factors, it was China's aggressive mercantilism that consistently supplied the world with low-priced manufactured goods. Low inflation resulted from a combination of substantially rising prices of non-tradable services such as health and education (where productivity growth is more elusive), and falling or stagnant prices of traded goods, courtesy of China.

Without China's contribution, central bankers' job in advanced economies would have been far more difficult. While serving as governor of the Bank of England, Mark Carney often spoke about the beneficial impact of "globalization" on the Great Moderation. But "globalization" abstracts from the real source.

The second global public

Continue on Page 09

Continued from Page 08

good deriving from Chinese mercantilism concerns climate-change mitigation. The renewables revolution is mostly a solar one, and it has been made possible by the supply of low-cost Chinese solar panels and, increasingly, batteries (which provide power when the sun isn't shining).

Before the solar revolution, climate policy was stuck in the calculus of trade-offs—sacrificing current consumption via carbon taxes for future gains in reduced emissions. Since the politics of selling that to a present-oriented public proved impossible, serious progress on climate change stalled in rich countries. But now, Chinese mercantilism has rendered emissions reductions compatible with growth and dynamism, making the renewables revolution available to all countries. Future generations may well thank China for staving off, or at least delaying, dire planetary outcomes.

A third benefit followed. In large parts of the developing world where centralized domestic power systems are dysfunctional, cheap Chinese solar panels have broadened access to energy. Though not a permanent solution, Chinese-made solar panels and batteries are a substantial improvement on the status quo for the world's poor. In Pakistan, for example, solar accounts for up to one-fifth of grid-supplied electricity.

But now we come to the liability side of the balance sheet. As David Autor, David Dorn, and Gordon Hanson showed a decade ago, the first China Shock accelerated de-industrialization (without being the sole cause) in politically consequential parts of the US. And now, a second China shock is devastating the German auto sector, upon which the country's broader industrial ecosystem of small and midsize firms—the Mittelstand—depends.

Moreover, a third China shock—or what might be described more accurately as a squeeze—has arguably had even greater consequences in thwarting industrialization and development possibilities for a wide range of low- and middle-income countries, as my recent work with Shoumitro Chatterjee shows. Unlike the first two shocks, this one has been less visible. The impact shows up not in job cuts or factory closures, but rather in terms of factories never built, export markets never entered, capabilities never accumulated, and development paths never opened. That is the real toll of the China squeeze.

By quantifying the determinants of hard power, my 2011 book, Eclipse: Living in the Shadow of China's Economic Dominance, predicted that China's rise would occur sooner than the world expected. But even that analysis did not account for the extent to which China's relentless mercantilism would influence the world, for better and worse. Single-handedly consigning the global hegemon (America) to self-doubt and reduced potency, while also devastating Europe's largest power (Germany) economically, is an "accomplishment" with few parallels in history.

Chinese mercantilism has done more than US economic developments or Fed policies to change the world in this millennium. Though the unfolding Donald Trump shock may yet prove more consequential in the decades ahead, it will have none of the redeeming benefits of China's economic model—only liabilities as far as the eye can see.

Arvind Subramanian is a senior fellow at the Peterson Institute for International Economics and co-author (with Devesh Kapur) of A Sixth of Humanity: Independent India's Development Odyssey (HarperCollins India, 2025).