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september 2022



## Spring: Into action

Growing and gaining  
momentum

Along the Selinda Spillway • Flourish through change • Skills to fight cybercrime • **Combatting loneliness** • Fighting inequality



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PHALABX

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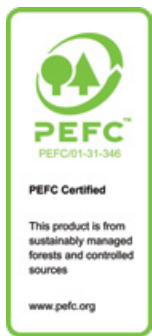
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Spring signifies new growth, and Airlink continues to add new routes and products.



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## A new season

Spring has sprung. Although it felt like that in July for a while, too. Thanks for nothing, global warming. Still, if those bizarre marketing calendars that tell us when we should be celebrating National Cupcake Day or Tooth-Whitening Month or whatever tell us that our moods should be lifted, along with morning temperatures, at this time of year, who are we to argue?

As hopefully but more credibly – and let's hope this is a sustainable curve – the world in which we live appears, cautiously, to be moving forward as we emerge from the uncertainty and restrictions of the pandemic. That means, to some degree, returning to planning in the way we used to, or trying to. Neither life nor business is the same as it was in 2019 and getting it all right in this new normal is as much a case of being open-minded, kind and creative as it is about knowing exactly what we're up to.

Here's hoping, this spring, that all your choices come up roses.

Enjoy your flight!

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# 680 years

How long the Roman-Persian wars lasted.

# 30

The number of the first 31 popes who were murdered.



# forecast

The future is now



## Healthier space

The phrase 'green building' is often associated with our interaction with the environment, responsible use of resources, reducing our carbon footprint, adopting eco-friendly habits and improving our quality of life. It is not only the planet that will benefit from green construction and the resource efficient operation of buildings – there are social and economic benefits to green building as well as the more obvious environmental benefits.

According to the World Green Building Council: "[Green buildings] provide some of the most effective means to achieving a range of global goals, such as addressing climate change, creating sustainable and thriving communities, and driving economic growth."

## Benefit 1: Reducing energy and water bills

Reducing energy costs is one of the most well-known benefits of green building. Renewable resources such as solar and wind power aren't always the most logical choices for lowering energy greenhouse gas emissions as they require an investment that might not be possible at the time.

Complementing optimal building orientation by including energy efficiency features such as wall and roof insulation, LED lighting and effective fenestration will reduce the energy needed to heat and cool the building to a comfortable level. Dual-flush toilets, low-flow taps and design which encourages behavioural changes cut water consumption and expenses.

## Benefit 2: Reducing waste disposal costs

Effecting change to design and behaviour cuts the amount of waste that is generated and increases the percentage of the remaining waste that could be reused ('upcycled') by others or recycled and composted.

## Benefit 3: Reducing absenteeism and improving staff productivity

Various studies have shown that improved indoor environmental quality (IEQ) contribute to reductions in perceived absenteeism and work hours affected by asthma, respiratory allergies, depression and stress, and to self-reported improvements of productivity – these findings indicate that green buildings positively affect public health.

The aim is to make your workforce more effective. From a financial perspective, it makes sense to keep your staff happy, healthy and productive. The upfront investment in green building can often be offset by reduced utility bills, as well as the productivity gains resulting from a healthier and more engaged staff force.

## Benefit 4: Better staff retention and recruitment

Attractive workplaces with clean air, daylight and outdoor views make your staff (your most valuable asset) feel happier, more motivated and valued at work. All these things make staff more likely to enjoy their jobs and stay with the company, while also attracting others. According to an international study, many office workers say workplace design would influence their decision to work at a company.

Don't underestimate the importance of keeping your employees engaged and motivated – replacing a staff member can be costly due to recruitment expenses and loss of output while the new employee gets up to speed.

## Benefit 5: Stay ahead of regulation

The long-term trend is for energy, water, waste and environmental regulations to get stricter as international environmental standards rise. Playing catch-up is costly and poses reputational and legal risks.

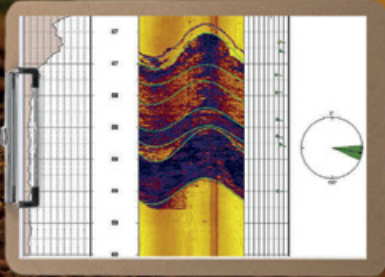
## Benefit 6: Investor relations, branding and public relations

Environmental awareness is growing. By promoting green achievements in your marketing, you can increase customer loyalty, attract new customers and even please shareholders with the consequential increase in profits and the reduction in costs.

Source: [remotemetering.net](http://remotemetering.net)



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# Welcome to the CITY CENTRE at STEYN CITY

The City Centre takes everything that's special about Steyn City itself and amplifies it – from the unique design to the extensive array of amenities

**The City Centre:** The name alone speaks of dynamism, excitement, and the thrill that comes from being right at the very heart of it all. That's certainly true of Steyn City's City Centre, the magnificent flagship development that was launched in October 2021 – but it's so much more besides.

But perhaps most of all, it is the lifestyle that the City Centre offers that truly sets it apart. From the beginning, this groundbreaking development was intended to change the way people look at urban living. This is a concept that has so many advantages: it's convenient and maintenance-free, with a significant accent on security. In addition to the security measures implemented by Steyn City (including biometric access, a 24/7 security nerve centre and round-the-clock foot patrols), the City Centre has a manned entry desk and triple biometric access control. However, the City Centre builds on these pluses further: imagine if you could have all of this, along with the space of a family home?

### Garden setting

The City Centre is able to offer this because of its incomparable setting: the 2,000-acre indigenous planted parkland for which Steyn City is famous. Dotted with land art, children's play nodes and outdoor workout stations, this massive 'garden' sets the stage for memory making – whether you're trying to rid yourself of deadline stress by connecting with nature or looking for a quiet place to spend time with your family. Traversed by a floodlit 45km promenade and 50km MTB trail, it's also a great place for outdoor exercise. Having access to such

a backyard – without having to rake the leaves or water it – is an undeniable boon!

So too is having one of the largest swimming pools in South Africa – in the form of the 300m lagoon. This stunning facility is ideal for swimmers who take their training seriously (they can even add cycling and running to their programmes, using the promenade and cycle trails), but also sets the scene for lazy summer days, thanks to its kiosk, offering scrumptious snacks and a fun range of watersports.

### Big and beautiful

The sheer scale of these facilities means that City Centre residents are accustomed to generous spaces – and this holds true for their homes, too. Whether it's a one-, two-, three- or four-bedroomed, single- or double-storey or even a penthouse suite, the City Centre's luxury apartments are all about the kind of comfort that comes from having room to breathe – and this comes from details like high ceilings, wide passages, and rooms large enough to fit a king-size bed and much more. Key features include private studies, separate TV lounges and an entertainer's patio in some of the larger residences, and, in some homes, private lifts, while aircon and double glazing are critical in terms of comfort – not forgetting the integrated blu\_line kitchens, with beautiful Gaggenau appliances and sophisticated Kohler sanitaryware that adds a distinct air of luxury.

While the design of the homes is definitely noteworthy, the development itself is unique, too. The City Centre has been built as a series of villages clustered around piazzas which, in time, will be lined with bespoke retail



and restaurants. This gives life to the idea of community living: why not pop into the piazza for a quick cup of coffee at the Seattle Coffee Company and a chat with the neighbours before heading home?

### Convenience and luxury

With the City Centre being an entirely pedestrianised zone, parking for 2,000 cars can be found in the super sub-basement, which also houses all services and is carefully designed to ensure that residents are able to find their way around with ease. The basement is just as tree populated as all other areas in Steyn City, carrying through the development's green ethos, while cut-outs allow in plenty of light.

Apart from its own facilities, which include a rooftop pool area, City Centre residents are able to enjoy all that's on offer within the broader Steyn City development, including the 18-hole Nicklaus Design championship golf course and clubhouse, the indoor aquatic centre, a choice of eateries, resort pools, an equestrian centre with its own clubhouse, a fully-equipped gym, floodlit tennis courts and a skate park.

Because the Steyn City lifestyle places great emphasis on convenience, developers Steyn City Properties have made a point of reducing the daily commute wherever possible – by offering AAA-grade offices at their commercial Capital Park, for example, along with Steyn City Schools, which caters from Grade 000 to 12 and

follows the IEB curriculum, which learners can reach by a bus shuttle. Then there's the Ultimate Helistop, which makes it possible for residents to reach their weekend destination without the hassle of navigating traffic, in both luxury and style.

Of course, one of the main reasons people choose apartment living is for the hassle-free, lock-up-and-go lifestyle – and the City Centre certainly delivers in this area.

With the first residents moving in last month, the City Centre at Steyn City is primed to become the most enviable urban address in Johannesburg. This is not surprising since it was recently ranked among the top 10 best lifestyle estates in South Africa by wealth intelligence firm New World Wealth.

Text and photography | **Supplied**

*For sales and rental enquiries, email [ccsales@steyncity.co.za](mailto:ccsales@steyncity.co.za) or telephone 010 597 1170. For more information, go to [steyncity.co.za/city-centre](http://steyncity.co.za/city-centre).*

# 10 days

The length of the mourning period ordered by Napoleon Bonaparte in France when George Washington died.

# 5,000

The number of hours it takes to make a spacesuit.



## YOUR QUESTIONS ANSWERED

As regulations are updated, knowing what to do and who to ask for help can be tricky: here are some solutions to pressing queries

### I CAN'T GET HOLD OF MY TRAVEL AGENT. CAN AIRLINK ASSIST WITH CHANGING MY TICKET?

Our Reservations Support Team can assist with ticket changes. However, you will be charged a service fee of R200 for domestic flights and R300 for regional flights, over and above the change fees.

### CAN I STILL MAKE USE OF MY ONE FREE CHANGE STIPULATED ON THE COVID-19 MEMO?

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# 3 months

The length of a ban on sliced bread in 1943.

# 17

The number of countries without a river running through them.



## TRAVEL

### Airlink to connect Cape Town and Maputo

Airlink will launch the first direct flights between Cape Town and Maputo from 31 August 2022. Airlink's Embraer 135 regional jets will be used to pioneer the new service, which will initially operate three times a week:

4Z 489 departs Cape Town 17:10 and arrives Maputo 19:40 (Wednesday, Friday and Sunday); 4Z 490 departs Maputo 06:10, arrives Cape Town 09:00 (Monday, Thursday and Saturday). "Airlink is responding to the call of the travelling market for a direct service between the two coastal cities, which are also

growing important centres of economic activity, including trade and tourism. By flying direct, instead of via Johannesburg, we will more than halve the door-to-door travelling time, putting more hours back in our customers' hands to do business and to enjoy the variety of activities, attractions, food and culture that Maputo offers," explained Airlink CEO and Managing Director, Rodger Foster. Tickets have gone on sale. Book via flyairlink.com, the Airlink app or through travel agents.

## TRAVEL

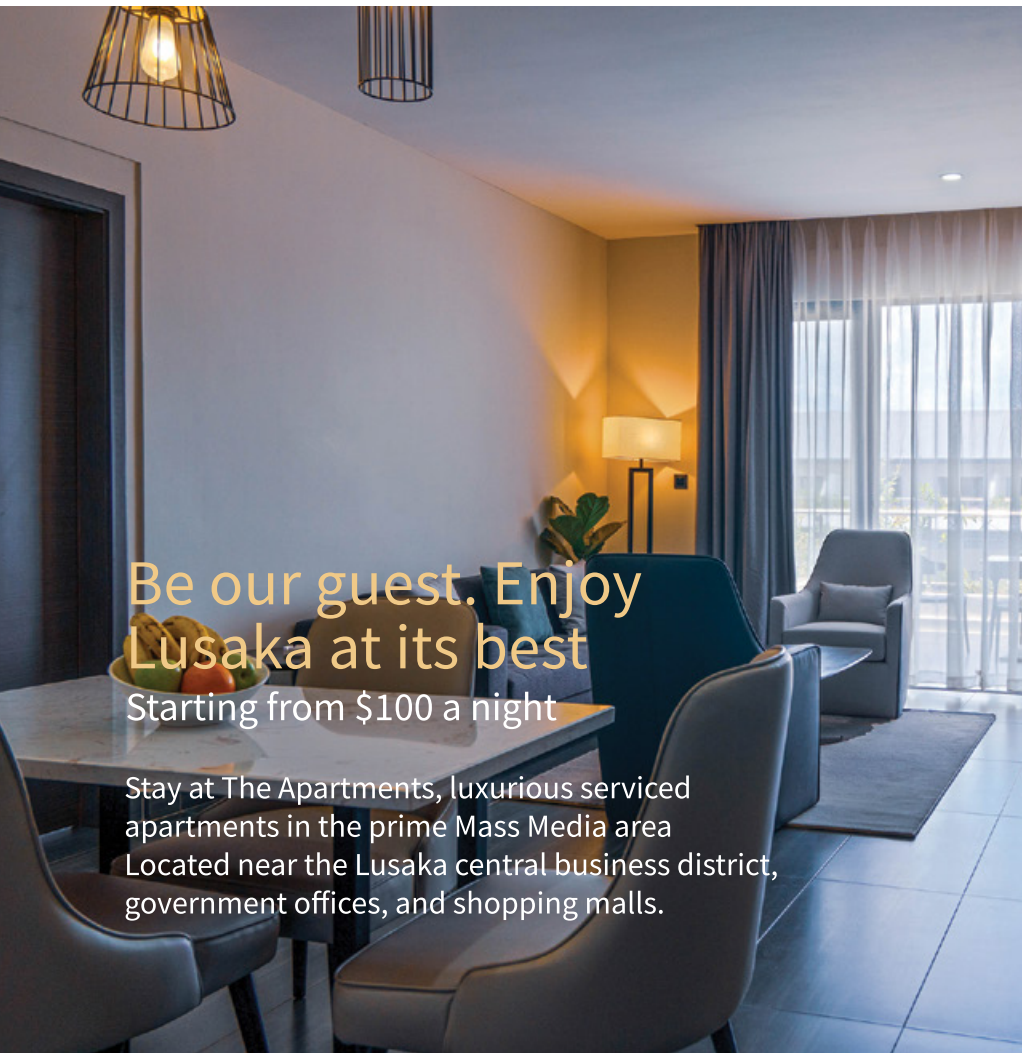
### A valley peaks

The town of Franschhoek has made *Time* magazine's list of 'World's Greatest Places' for 2022. This collection includes 50 destinations from around the



world that *Time's* correspondents and contributors nominated for exploring because of the destination's offer of "new and exciting experiences". CEO of Franschhoek Tourism, Ruth McCourt said: "We are immensely proud that our valley that has been recognised (once again) as one of the 'greatest places' in the world to visit. We continue to strive for and celebrate the diversity of our unique village that attracts both local and international visitors. And indeed, puts the whole of South Africa on the world tourism stage."

Source: [time.com](http://time.com)



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The average cost of an airport-to-city taxi ride in Tokyo.

**18 hours**

The length of the longest commercial flight (Singapore to New York).



**SPORT**

**On course for success**

The Sunshine Tour and Airlink recently announced a new partnership in which Airlink will be the official airline to the Tour. The one-year partnership will include preferential rates for Sunshine Tour professionals and staff.

“We are very proud to welcome Airlink to the Sunshine Tour family. This partnership plays a vital role as we continue to expand our schedule and offer greater playing opportunities within South Africa and into the rest of Africa, and with Airlink able to offer a reliable and premier service for our travelling professionals and staff,” said Thomas Abt, Commissioner of the Sunshine Tour.

The timing of the partnership coincides with the Sunshine Tour’s announcement of its latest expanded schedule which includes several new tournaments to destinations within South Africa as well as to neighbouring African countries.

**TECHNOLOGY**

**Extra airport access**

Airports Company South Africa (ACSA) has launched a new mobile app, aimed at enhancing the customer experience for passengers as they move through the company’s airports or seek travel-related information. The ACSA App is available for free download on Apple, Google and Huawei App stores. Registration is easy and

simple and passengers can unlock their airport guide by using their email address, Google details, Facebook or Twitter accounts to sign up. Customers can view and search for flights by airport or use advanced search to get flight information for future flights. This functionality also allows passengers to subscribe to a flight to receive notifications on their flight status.

Source: [airports.co.za](http://airports.co.za)

**CULTURE**

**Capes and good hope**

Nine months and close to 35,000km after setting out from Cape Agulhas on the southern tip of the African continent, the South African-based Kingsley

Holgate expedition team reached Nordkapp in Norway’s Arctic Circle. Two years in the making, it was the first ‘Hot Cape to Cold Cape’ transcontinental expedition to travel the entire length of Africa and Europe in recent years, and the 40th geographic and humanitarian odyssey for the renowned explorer and his team. As with all Holgate expeditions, this Defender Transcontinental Expedition was also a journey of purpose. Travelling in three expedition-kitted new Land Rover Defenders, the six-member team conducted humanitarian work that assisted some 300,000 people along the expedition’s route through Africa.

Source: [kingsleyholgate.com](http://kingsleyholgate.com)



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# The lion's share

Forming part of the Okavango Delta ecosystem in the heart of the Selinda Reserve is the Selinda Spillway, a picturesque setting with vast plains and tall palm trees

**The small aircraft dips** and my stomach drops. I pleadingly look over to the only other person on board – the pilot, seated diagonally across from me to the left of the plane at the controls, who doesn't seem the least bit concerned. "It's only a few heat pockets, causing slight turbulence. We are fine," he reassures me. Shifting focus and looking down at the landscape unfurling below, the tributaries of the Okavango Delta resemble capillaries, and before I can say 'shaky plane', we safely land on the dusty Selinda airstrip.

Remotely situated, the 130,000-hectare Selinda Reserve is home to an astonishing array of animals, and houses four Great Plains Conservation camps – Zarafa Camp, Selinda Camp and Selinda Explorers Camp in the eastern reaches of the reserve, and the newly opened Okavango Explorers Camp in the west. First up on my itinerary is Zarafa, and guides Joseph and Obie make the one-hour drive from the airstrip to camp go by in a flash with sightings of sparring red lechwes and a lone warthog feeding. Beautifully decorated in shades of creams, whites and wooden finishes, Zarafa's four suites are perfect for a romantic sojourn.

*For more information, go to [www.greatplainsconservation.com](http://www.greatplainsconservation.com).*

## Polished pachyderms

Game drive time rolls around, and so does a behemoth elephant with mud-stained ears, looking like he's been

sandblasted with paint. A calf comes over for closer inspection and all we see are crazy eyes, after which the little tyke ruefully storms off. One of the females sports only one tusk, and her bashful calf hides behind her large frame. It's interesting to learn that, as with humans, who are either right- or left-handed, elephants are either right- or left-tusked, favouring the one side over the other.

"Selinda is one of the most magical elephant havens on the planet, something that initially attracted us to the area," Dereck Joubert, CEO and co-founder of Great Plains, tells me. "We once followed a herd of over 120 elephants there, but what was even more extreme is that they were all bulls! It is a place that many explorers traipsed through and of course Livingstone crossed nearby before being taken to what became Victoria Falls. Selinda Camp features two life-sized elephant skulls in bronze with Latin phrases inscribed: 'Man know thyself', and 'Man forgive thyself', an expression that we need to forgive our harsh treatment of these gentle, innocent bystanders of the colonial era, but redefine our relationship with them forever, for the better."

Out on the open plains, the clouds are rolling in, the background for a perfectly timed walk-by by a statuesque giraffe. We stop for sundowners at a hippo-filled dam and their submerging antics cause lots of laughter when snorts and bubbles lead to a game of 'now you see them, now you don't'. Soon, the sky transforms into the most magnificent hues of pinks and oranges, the sort you will only experience in Botswana. A hyena plays hide-and-seek in the tall grass on our morning safari and the resident bird species are plentiful: a blue-cheeked bee-eater, a Verreaux's eagle-owl, an African openbill stork, a wattled crane, a Senegal coucal and a white-browed sparrow-weaver among them.







*Whether in camp or out on safari, guests are constantly connected to nature.*

### **New arrivals, dramatic departures**

Walking straight towards the game drive vehicle is a lone male lion, his mane seemingly coiffed, with the wind acting as a natural hairstylist. He stops and turns his head to see what is approaching. "These are the Army Boys," Joseph explains, pointing towards the rest of the pride. "They are new to the area and in time, we will see where this coalition of six male lions will establish themselves." Following an obligatory head-rub between two of the lions, which is how lions greet, the pride settles on a termite mound to take advantage of the elevated viewing perspective, zoning in on any possible food target.

Leaving for Selinda Camp via the lagoon comes highly recommended. Gliding along the waterlily-filled waterway, you never know what encounter will pop up along the route, including a herd of elephants, crossing to get to the other side. A big bull is halfway immersed in the water, with a load of lily-like stems hanging from his mouth. The entrance to Selinda from the jetty is breathtaking, marking the start of an unforgettable stay. My splendid suite overlooks the lagoon, with similar views from the mosquito net-draped bed and the copper bath. At the majority of the Great Plains camps, the stunning heavy-duty wooden doors from Zanzibar

become a focal point, along with the incredible art prints by Beverly Joubert. Framed in wood and hung on the wall in my bathroom is a print of leopard cub Legedema, and the capture is so lifelike, her eyes seem to follow me around the room.

Ranger Reuben rounds me up for a game drive after a delicious lunch. We find the Army Boys as the sun is setting, their eyes glistening as they glare towards a sound that has sparked their interest – two lionesses. Suddenly, one of the males goes into full stalk mode and creeps up to the female who has her back towards him. The element of surprise is too much as he pounces, and she makes a hasty retreat, as these boys are wild and unfamiliar. On my last morning, Reuben discovers overlapping footprints and I catch my breath as this is one of the most memorable sightings to date – a lioness with six cubs. Three are her offspring and the others belong to her sister. One of the cubs incessantly whines as he keeps falling behind, with the lioness patiently waiting for him. We keep our distance as the cubs are still very small, respecting the space the mother needs to survive out here in the wild.

Text and photography | **Helène Ramackers**

# ATNS introduces its new CEO

## Ms. Nozipho Mdawe

– Chief Executive Officer



A former Acting Chief Executive Officer at Transnet National Ports Authority, Ms Mdawe is an accomplished executive and leader with over twenty-eight (28) years of professional working experience. She has a strong history of orchestrating operational excellence in the Freight, Maritime, Aviation, Mining, Logistics and Supply Chain industries and is one of the Top 100 Most Influential Supply Chain Women in Africa.

Ms Mdawe holds a number of impressive academic qualifications, including a Masters in Business and Administration degree from the Gordon Institute of Business Science. Her aspirations are to resume her doctoral studies which she since deferred. She completed the Global Executive Development Program from the Gordon Institute of Business Science in 2012. Before then, she acquired an Advanced Strategic Management Program (IMD, Switzerland); Transnet Executive Women Development Program in Operations & Logistics Management from Gordon Institute of Business Science, and Management Advanced Program from Wits Business School.

Ms Mdawe has received several accolades. Among them are, being appointed the first black trainee Geology Technician at BHP Billiton (the then Gencor); successful introduction of a Transnet Value Chain Coordinator (TVCC) Approach, a model adopted from Australia; First female to be appointed as Secretary General for Port Management Association of Eastern and Southern Africa (PMAESA) and Executive Secretary for Pan African Association of Port Corporation (PAPC); improved and retained PMAESA membership of the 25 member countries. Introduced a revised funding model for PMAESA; implemented collaborative initiatives and introduced Port Awards for Eastern and Southern African Ports. Formed part of various continental and international committees in the maritime sector; improved safety, operational efficiencies and reduced the cost of business through the implementation of Lean Six Sigma.



**Website: [www.atns.com](http://www.atns.com)**

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# Go (Cape) Dutch!

Celebrated landmark is as visually satisfying as its scenic surroundings, and warm and welcoming to boot

**A dark shadow flashes across the window.** I'm on the second storey, so it can't be someone passing on the pavement. And it was huge, like a fish eagle from the perspective of a goldfish. Another shadow. Another heart palpitation. Has Table Mountain erupted?

*For more information or to book a stay, go to [newmarkhotels.com](http://newmarkhotels.com).*

Moving to the window, things become clearer and less scary. Paragliders, having leapt off Signal Hill and floated around above Sea Point for a few minutes, are coming in to land, and their designated pick-up spot is directly across the road, on a large patch of grass along the Promenade. Note: understand that

this means that there is a risk of giving some visiting Scandinavian an eyeful if you change clothes with the curtains open.

### **Recognisable and regal**

The Winchester Boutique Hotel was a fixture along this stretch of real estate long before people jumping off mountains was a fun thing to do. The basics of the building – initially a block of flats – were put together a century ago, and it's been a hotel for around two-thirds of that time. It's arguably more beautiful



now than it's ever been, though, with a recent, and thorough, renovation adding fresh style and polish to an already iconic structure. Its classic Cape Dutch gables are one of the more pleasing clichés associated with Cape Town and add a touch of class among some older blocks of flats where the architectural vision ranged from dour to embarrassing.

In design terms, there are some gorgeous minor touches – shiny bronze strips along each of the glossy black stairs or the hexagonal shape of the tiles in the dappled black-and-white floor patterns – that

underline the quality of the current incarnation.

The building's inner courtyard is a trademark feature. Two sides are draped in lush bougainvillea, while the three floors of arches that line the corridors create a striking light pattern. A central fountain feature is pleasing on the eye and ear and, if the weather is good, it's difficult to imagine a more romantic spot, or at least one that isn't overlooking a secluded cove. The framed square of sky above your head is its own ever-changing décor feature, featuring paragliders during the day and seagulls at night, all against a shifting background – first cyan to indigo; then grey to black.

Don't spend all your time gawping at the elegance, though. Seating for the Winchester's Shoreditch Restaurant spills out into the courtyard and, if you eat outside (there's also a patio with Parisian café-style seating along the Beach Road frontage), menu items just seem to taste better. An Old Fashioned that includes white chocolate? Yes! There is also that sense, wherever you are helped by a staff member, from a waitron to a security guard, that they are engaging with you – not simply getting you to move along once you've been assisted.

### Work or walk

If your stay isn't just about relaxation, that patio is a wonderful place to work. There is good Wi-Fi and half of Cape Town will pass by at some point, either in their cars or on foot. Sip a coffee and stare out at the eternal ocean just 70m or so away and

*The hotel's facade (left) is instantly recognisable.*



*Bougainvilleas frame arches and passageways around the inner courtyard.*



**How to get there**

*Airlink connects Cape Town and Johannesburg and beyond, to many other local and regional Airlink destinations. For schedules, go to page 69.*

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then, when you're ready, join the throng on the Promenade. You'll be starting in the middle, so you can pick a direction and different views. This stretch is one of the best of the city's many attractions. It's scenic, walking is good for you, the community is friendly, there's public art to interact with and, well, it's not shops bloated with stuff you don't need. Walk all the way down to either end or hop up a block or two and check out the eclectic mix of historical buildings and other places of business that make up central Sea Point.

Back at the Winchester – and particularly if you've been forced back there by inclement weather – the rooms offer a more enjoyable place to hang out than many hotels. They are large and unashamedly beautiful, designed not just for the purpose of sleeping but also for relishing time there, for appreciating the comfort and artwork and the peace they provide.

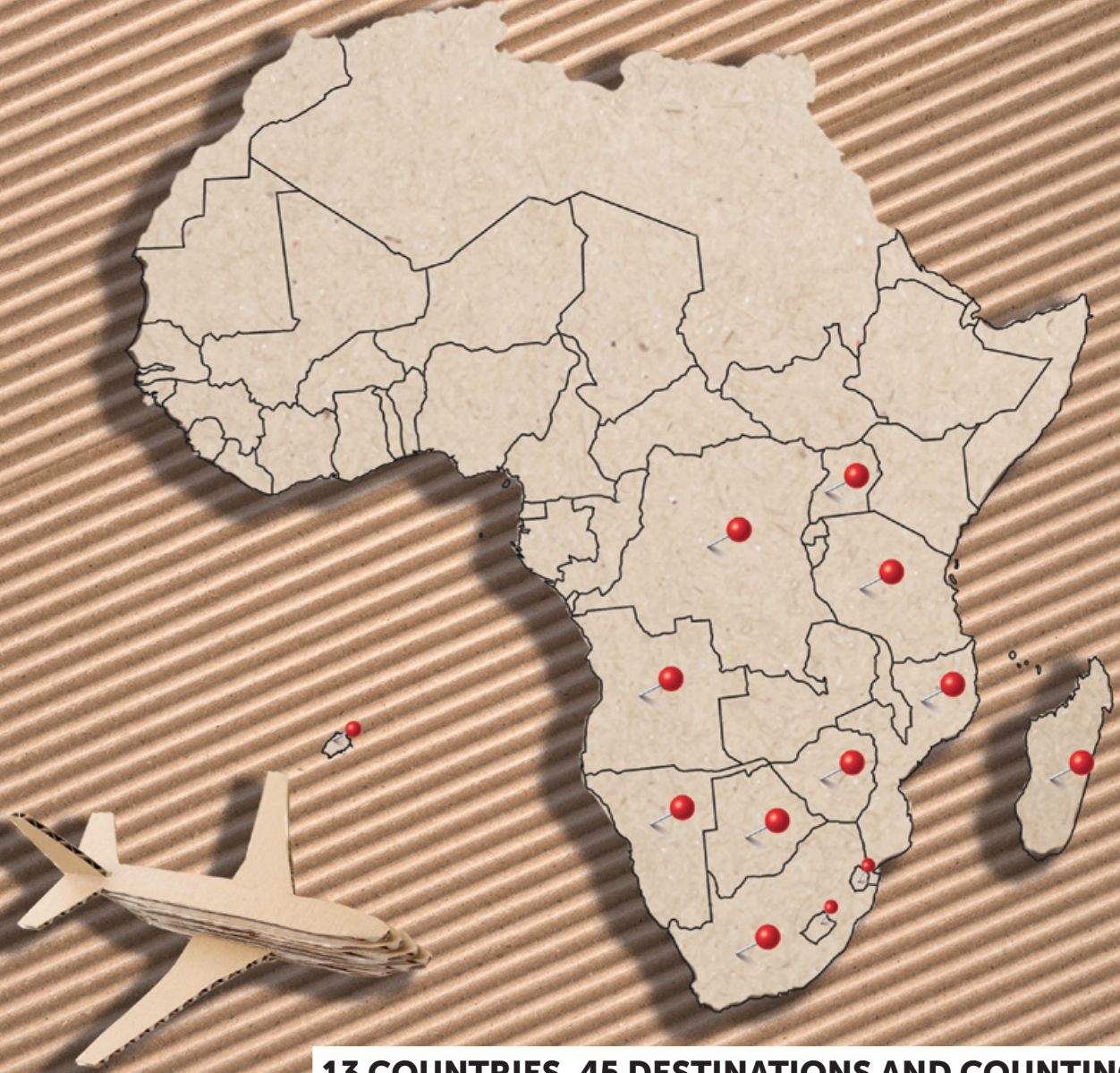
A secluded pool down the side of the building is not nearly as picturesque as the rock pools nearby, but it has the advantage of not leaving your muscles numb with cold once you've had a dip.



Text and photography | **Bruce Dennill**

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# Getting Ghosted

Lodge in northern KwaZulu-Natal offers access to a host of delights

**It may be a little over two hours** from Richards Bay to Mkuze, but the drive is worth taking at a leisurely pace, and should not be rushed. There are several roadside stops where you will find convenient shop, restaurant and of course restroom facilities. Richards Bay is also close to the highway and offers a more picturesque stopover – perhaps try lunch at the colourful Tuzi Gazi Waterfront.

*For more information, contact Ghost Mountain Inn at [gmi@ghostmountainn.co.za](mailto:gmi@ghostmountainn.co.za) or visit [ghostmountainn.co.za](http://ghostmountainn.co.za).*

*For road transfers from Durban, contact Igula Tours on Facebook.*

When you reach it, Mkuze is a small town featuring a range of stores, a well-run country club and the Ghost Mountain Inn, a great base from which to explore the area. This hotel is one obviously good choice, with the other being perhaps deciding to stay over at the nearby Mkuze Game Reserve.

Apart from the game viewing, there are other tour options tantalisingly offered by Ghost Mountain

Inn, which operates its own in-house safari tour operator. The Lebombo Mountain drive is ideal for a leisurely afternoon outing. You are driven up to the top of the Lebombo mountain range, and are able to see how the local folk live up there. There are scenic viewpoints aplenty, and from one corner, you overlook the vast Jozini Dam (which brought back memories of having attended – or rather endured –



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a military camp there some years ago). Another vista reveals Swaziland in the distance, though it has to be a clear day! We paused for a refreshment stop in this mountainous wonderland – it is a treat truly not to be missed.

There is a Jozini Dam tour on offer that includes a boat ride on the lake, with possibilities of sightings of hippos and crocodiles as well as whatever other game is in the vicinity in the Pongola Game Reserve. This can be taken up as a half-day or full day excursion with lunch. The place is also a birdwatchers' paradise – there are apparently over 420 species of birds to be found on and around Jozini Dam!

### Birds and battles

Make an effort to visit the Mkuze Game Reserve. We took up a half-day tour and saw game including zebras, giraffes and elephants. A bird-hide stopover was included, which is likely popular at sunset with birdwatchers. Mkuze does not have the busier flow of, say, Hluhluwe Game Reserve, but in full season, you will encounter many more travellers. Stop for a refreshment and then enjoy an afternoon drive. This is when the animals start to reappear, after the heat of the middle of the day is over.

The Ghost Mountain Inn overlooks beautiful gardens, leading down to a lake looking directly across at Ghost Mountain itself, where the Battle of Shaneni between local African tribes took place. What makes the inn special is that it is family owned, and not part of any chain of hotels or hotel group. Rooms are beautifully laid out, with courtyard-style suites on offer for the more budget conscious. The garden includes a great pool deck area – in fact, there are two swimming pools – an ideal, immediate escape from that Zululand heat. A central lounge and bar are also attractive, featuring lovely views across the garden, with pub lunches popular on the upper terraces.

*Straight-line comfort or the undulations of the surrounding hills: both have their attractions at Ghost Mountain Inn.*

Text and photography | David Hughes

# Beyond the bustle

Sandton hotel somehow allows for quiet in the midst of South Africa's busiest city

**The Quatermain Hotel in Morningside** is described or classed as an 'English Boutique-style' hotel, but as you step into any of the interior courtyards, there's a reference from north of the English border that feels more apt. With its red-brown brick and tall, turret-style chimneys, it's easy to imagine for a second – but for the fact that you might be standing in sunshine and that you can't see a castle in the distance – that you're in Edinburgh.

*For more information or to book a stay, go to [premierhotels.co.za](http://premierhotels.co.za).*

There's none of the bustle of that city's arts festival though, which in this context is a bonus: nobody wants to be trying to work (the venue is popular with businesspeople and well set up to meet their needs) or rest. In fact, when you're standing in the green, landscaped quadrangle around which most of the accommodation is situated, it's eerily quiet. Busy Rivonia Road is literally just on the other side of the perimeter wall. Nothing. Just wind in the trees and the burbling of the various interlinked water features that add beauty and character to the place. Teeming central Sandton is five minutes away, but you're isolated by the architecture, so you can't see the famous skyline or sense the frustration of not being able to find your car in 2km<sup>2</sup> of parking arcade. This is actual serenity, and that unexpected realisation gives a visit here a pleasing feel.

## Pick a side

Layout-wise, the hotel essentially exists as two halves. Away from the rooms, the roomy reception gives way to a restaurant (the Quatermain Bistro) on one side, the elegant, warm Riders Bar and lounge space on the other, and a pool and outdoor dining area straight ahead. This allows guests to split their time and mood accordingly: attend a conference, go to the gym or head to bed downstairs; or gather for a drink and a chat, a good meal or some lazing around the pool in the top section.



Should you be susceptible to cabin fever, Sandton City and its many attractions are literally up the road, and a quick hop down Rivonia Road will take you to the highway and easily to the rest of Johannesburg, Pretoria or to OR Tambo International Airport if you're heading to your next stop.

The Quatermain combines comfort and calm, whether you're there to work or to take a break.

Text | **Bruce Dennill** Photography | **Supplied**



## How to get there

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# Suspended by your own petard

Make sure you know all the rules before placing an employee on suspension

**Suspension occurs when an employer** requires an employee temporarily to stop working for reasons related to alleged misconduct or poor performance. The effect of a suspension is that the employee is not allowed to return to work until the employer instructs that he/she may do so. Such suspensions normally occur:

*Ivan Israelstam is Chief Executive of Labour Law Management Consulting. Contact him on 011 888 7944, 082 852 2973 or at [ivan@labourlawadvice.co.za](mailto:ivan@labourlawadvice.co.za). For more information, go to [labourlawadvice.co.za](http://labourlawadvice.co.za).*

- While the employer is investigating misconduct/poor performance allegations against the employee.
- While the employer and/or employee are preparing for a disciplinary hearing.
- After the employer has decided that the employee is guilty of misconduct/poor performance.

In our experience the reasons that motivate employers to suspend employees include:

- Removing the employee from the workplace as a means of preventing him/her from causing further harm by repeating the alleged misconduct or poor performance.
- Preventing the employee from interfering with the investigation instituted against them.
- Avoiding disharmony in the workplace that could be caused due to the employee's awareness that he/she is being investigated.
- The employer's anger – where the employer is so furious with the employee due to his/her alleged actions that they want the employee out of the building.

- As a means of retribution – where the employer wishes to, in some way, punish the employee for the alleged offence.

## Expensive emotions

Often, especially when the employer evicts the employee in a fit of anger, it is unclear whether the employee has been suspended (evicted temporarily) or fired. Regardless of whether such evictions are meant as suspensions or dismissals, the affected employees more often than not go to the CCMA or bargaining council claiming unfair dismissal and/or unfair suspension. Especially where the eviction takes place while the employer is in a fit of anger, the employer loses the case.

Labour law does not prohibit employers from suspending employees but does allow employees to challenge the fairness of suspensions. Where the employer has suspended the employee unfairly, the employer can be forced to pay the employee compensation or lost wages or to lift the suspension.

In the case of *Sajid vs Mohammed NO & others* (1999, 11 BLLR 1175) the employee, who worked as an imam for a mosque, was suspended from duty. The charges against him included removal of copies of notices, persuading congregants to make false statements and failure to attend prayers. The Labour Court found that there was no evidence to prove that there had been a breakdown in the employment relationship and that the suspension had been unfair. The Court ordered the employer to lift the suspension.

In the light of the above, employers are advised to avoid suspending employees unnecessarily or due to anger and to obtain expert advice before acting against employees.

Text | [Ivan Israelstam](#) Photography | [ASDF\\_MEDIA](#)



# Screening across applications

Versatile machine offers a range of options



**A key attribute of Metso Outotec's Lokotrack® ST2.3™** scalping screen is not its compact design but its ability to be deployed in several applications and process various feed materials. Leveraging the machine's unique versatility, contractors can transfer productivity from one jobsite to the next despite changing conditions.

Contractors know that every job site is different. However, they are also aware that they don't have the comfort of purchasing specific pieces of equipment to match the needs of every project. With a growing requirement to do more with less, contractors can take advantage of the Lokotrack® ST2.3™ scalping screen's versatility, which allows it to be adapted and deliver the desired results on a broad range of applications.

Newly launched and now available locally from Pilot Crushtec International, the Lokotrack® ST2.3™ scalping screen is a multi-use scalping screen perfectly suited to heavy duty scalping, fine screening and recycling. Dubbed the 'Swiss Army Knife' of screening, the machine is designed to process a range of materials, from topsoil and recycled concrete waste, to road base material and fine aggregates.

## Attractive attributes

The machine can be used as a standalone unit or as part of a multi-stage crushing and screening process. Its versatility is enhanced by the various screen media options, including grizzly, punch plate, finger grizzly and wire mesh.

Despite its compact build, the machine punches above its weight with a 4.6m<sup>2</sup> screening area, the widest in its

class. This is complemented by an aggressive stroke up to 13mm with 5G acceleration, resulting in a high screening performance.

Contract crushing is a nomadic venture by its nature, which often calls for moving of machines from one site to the other. With that in mind, Metso Outotec paid particular attention to ease of transportation during the development of the Lokotrack® ST2.3™ scalping screen. With its compact screen box size (3,040mm x 1,520mm) and optimised weight (17,000kg), the machine can be moved from one site to another using a standard trailer, thus helping contractors cut back on transportation costs.

Amid record high fuel prices, fleet owners will benefit from the machine's fuel efficiency. Powered by a CAT® C3.6 diesel engine, the machine's fuel consumption is as low as 7l/h, translating into lower total cost of operation.

With Metso Outotec's IC automation system, fleet managers can monitor, control remotely and automate the screening process for better performance. With information on upcoming maintenance needs, fleet managers can plan their maintenance breaks effectively to reduce machine downtime. IC automation also makes the work of operators safer with the remote-control features.

Text and photography | Supplied

For more information,  
go to [pilotcrushtec.com](http://pilotcrushtec.com).

# Choosing **skills** over experience

Employment problems can be positively affected by prioritising ‘what?’ over ‘how long?’

**The workplace has evolved.** New job responsibilities have been introduced, and what may have been a valuable set of skills a decade ago may no longer be relevant in the workplace today. There are skills that can be learnt, such as digital skills, and then there are inherent soft skills, such as being agile and open to change, or being naturally curious.

*For more information,  
go to [trailhead.  
salesforce.com](https://trailhead.salesforce.com).*

Many of these skills are unlikely to be taught in schools or universities. And, if this is the case, why do so many companies require education as a prerequisite for employment? In his 2022 State of the Nation Address, President Ramaphosa urged the private sector to consider removing experience as a hiring criteria in order to provide as many young people as possible with their first jobs.

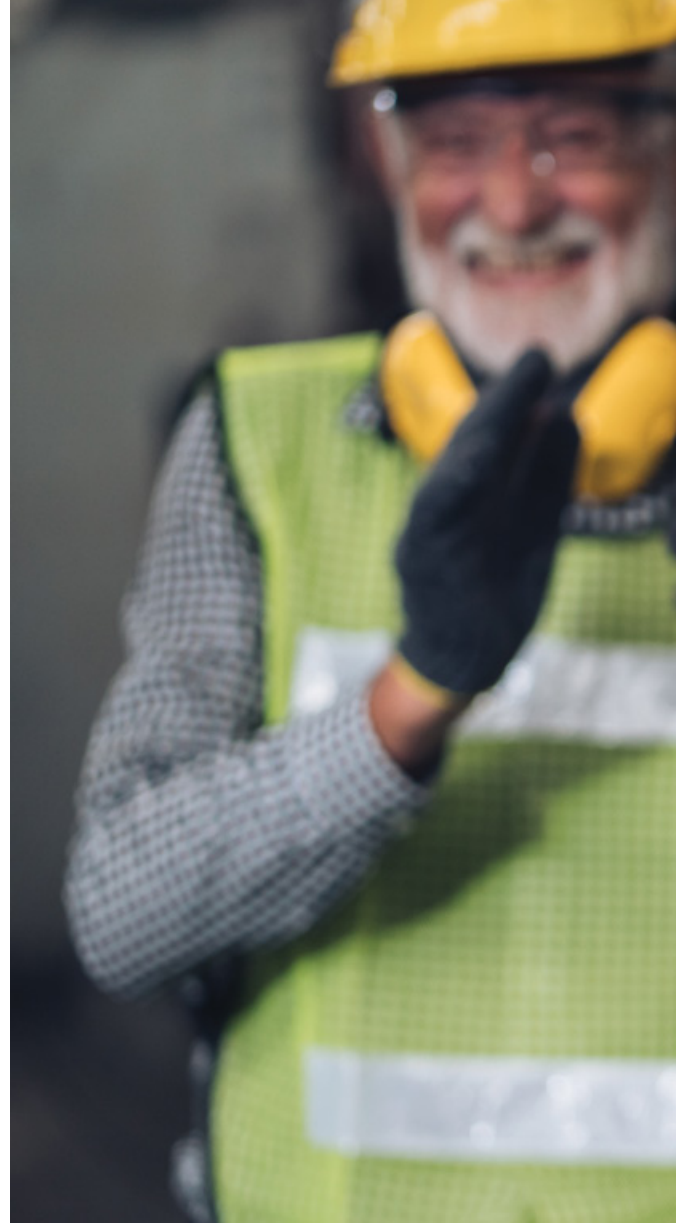
In a country like South Africa, where the school system is confronted with numerous complicated challenges and the unemployment rate is at an all-time low, it appears that prioritising education may be a nail in the coffin for many.

The private sector plays a critical role in the economy. It's left to employers to determine their own hiring measures, although basing them on education or experience – for new job seekers – should be seriously considered. What matters is that businesses recognise the value of upskilling. According to the World Economic Forum's *Future of Jobs Report*, by 2025, half of the world's working population will need to be reskilled.

## Soft for certain

SizweSihle Dlamini, Customer Experience Director at Hoorah Digital, believes that the skills needed to thrive in the Fourth Industrial Revolution economy are where we need to be focusing our attention.

“Rather than competencies like coding and data analytics, we need to look to the social (or ‘soft’) skills that allow for a more fluid, open-ended approach to working, learning, developing and innovating,” says Dlamini.



The *Future of Jobs Report* counts skills including problem solving, self-management, working with people, and technology use and management among those likely to be the most in demand in the future.

“These skills will be heavily influenced by the organisational culture in question. Environments in which innovation regularly occurs tend to be more receptive to change, while cultures that are heavily regulated tend to err on the safer side of things, and invariably innovate far less. As such, the ability to influence and manage the turnaround of such staid models will be worth gold, or lots of bitcoin, in the near future.”

Ultimately, Dlamini says that the ability to constantly learn, unlearn and relearn will be the skill we most value in a tech-enabled future. “And it starts, simply, with a mindset that values the utility and importance of a fluid approach to learning.”

## Uplifting communities

It's clear that South African youth are struggling to find employment, with one in four school leavers under the age of 24 in South Africa being unemployed. For the Kruger Station precinct and Kruger Shalati: The Train on the Bridge – both based in the Kruger



National Park – the focus has been on how much the organisation can do for individuals who need work in the area, rather than how much the candidates can bring to the table.

According to YouthExplorer.org.za, 36% of the Ehlanzeni population is youth (aged 15-35), with 60-72% of people between the ages of 15 and 24 unemployed.

“In an impact report that we carried out for Shalati and Station, we noted that it was expected that, by the end of 2019, the real unemployment figure for the youth – aged 16-35 – in the Bushbuckridge area was close to 75%,” says Jerry Mabena, CEO of Motsamayi Tourism. “Since then, the world was hit by the COVID-19 pandemic. We can only anticipate that these statistics look worse now. Once we started interviews for the jobs offered, we had over 5,000 CVs from people in the area. Jobs are rare and people are desperate.”

### **Upskill to succeed**

According to the International Finance Corporation, 230 million jobs in sub-Saharan Africa will require digital skills by 2030. Emerging technologies like artificial intelligence and automation are also transforming the job landscape in a way that is changing the needs and requirements of certain job roles, making existing jobs

redundant, and even creating completely new jobs that did not exist before.

Robin Fisher, Senior Area Vice President of Salesforce Emerging Markets, believes that it’s never been more important than now to actively seek out new skills. “A fortunate side-effect of the last two years of disruption has been the shift towards a more online learning environment at a large scale. Learning platforms are making digital skills learning fun, easy and accessible, by providing anyone with the opportunity to learn critical skills for free online – anywhere and at any time,” says Fisher.

“Both the public and private sectors have a responsibility to unlock vital upskilling, reskilling, and digital literacy within the current and future workforce, to prepare people for the future of work and develop the capabilities to effectively drive innovation and growth,” Fisher explains. “By better understanding the challenges of closing the digital divide and skills gap, and shaping our response and support accordingly, we can make a difference. But we need to see a concerted collaborative effort to break down barriers to learning and create an equal and accessible pathway into a digital-first future.”

*A changing workplace requires new HR perspectives.*

Text | Supplied Photography | Party people studio



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- Yoga studio & meditation garden
- Fitness centre
- Wellness spa
- Salon
- Room service
- Housekeeping & laundry
- 24hr high security



# R600,000

The amount of money saved when American Airlines removed one olive from each salad served to customers.

# How much is enough?

A simple mindset adjustment may help you plan better for your later years

**Retirement is for the elderly.** It seems obvious to say that, but it highlights a frightening attitude that prevails. The young have little time to think about retirement.

*Robin Gibson is Director at Harvard House Investment Management. For more information, go to [hhgroup.co.za](http://hhgroup.co.za).*

Think of it another way. We know sugar can be a dangerous substance, but it's consumed in vast quantities. And you will largely find that it is people who are in their sunset years who drink their tea with sugar substitutes and sweeteners. It's the same with retirement: it is those over 50 who think most about the saving required to make the necessary provisions.

What many people struggle with most is the question: 'How much is enough?' Retirement lore is a mystery. Who shares their position accurately? We have all heard of the proverbial 'dog food' eater, but have we ever witnessed it? We are quoted figures of capital required relative to our final salary, but at 45 or even 50, who knows what their final salary is? The number can be so overwhelming that people give up.

## Inflated expectations

Well, it's much simpler than that, and what confuses the issue is inflation. Why? Financial and psychology

author Dan Airley has explored the issue of comparison. Humans cannot make decisions without it. But what if the comparison is incomprehensible? It's easier to cope with the fact that your parents bought a house for R30,000 in the 1980s that is valued at R2 million today than with the idea that a house of R2 million today will be worth R 133 million in 40 years at the same inflation rate. We cannot compare R130 million with the price of eggs, or petrol or anything else in the future, so we slip into the mistake of comparing it to what we know now – the current price. This is a bias, and we all suffer from it to a greater or lesser degree.

What's the solution? Remove inflation. But how? History tells us that assets largely grow at better than inflation and the amount above inflation is generally the same over every 20-year block of time. For example, interest rates by and large equal inflation. Shares on exchanges beat inflation by 4-6%.

So start considering what you need at present value. If your income today is R40,000 per month and you are happy with that lifestyle, that's probably a good benchmark. Sure, you will have no bond or school fees later, but you will have time and time costs money (travel, restaurants, medical care and so on). Once you have that number, you can use it to work back to the capital. Four percent is widely accepted as an acceptable drawdown rate that will allow you to live, even to 100. If you need R480,000 per year (R40,000 x 12) then the capital required is R12 million today (R480,000/4%). Now you have a solid, real and relatable target – not to mention the incentive to start investing more!

Text | **Robin Gibson** Photography | **fizkes**





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# Equal opportunity

Tech helps workers meet each other where they are

**We live in a world beset by inequalities.** Whether they're related to income, gender, race, or background, you don't have to look far to find them. South Africa, for example, has the highest level of wealth inequality in the world. According to a World Bank report, just 10% of the population owns 80% of its wealth.

*Andrew Bourne is Regional Manager of Zoho Corp. For more information, go to [zohocorp.com](http://zohocorp.com).*

As the report notes, wealth inequality affects access to opportunities, including education and employment. It also puts limits on intergenerational economic mobility, which results in persistent consumption inequality.

The gender pay gap, meanwhile, remains a global problem. According to a report from the World Economic Forum, the gap is closing so slowly, it'll take another century to reach parity. There have been many solutions put forward for addressing the various forms of inequality, most of them policy-driven. While those kinds of interventions are undoubtedly important, other forces are needed to drive equality. Now, more than ever, technology is stepping into that role.

## Brought together

The events of the past two years have shown us the potential of technology to reduce inequality. As organisations around the world were forced to adopt remote working models, many people moved from cities to smaller towns and villages (in some cases to be closer to family, and in others, for a slower pace of life).

Around the world, this helped revitalise areas that were once losing all their young people and skilled workers to major cities. Skilled workers bring income and opportunities, which have a cumulative effect on reducing the urban-rural divide. Even as some companies mandate a return to the office (either on a full-time or hybrid basis), many others are choosing to remain wholly remote, allowing small towns and villages to keep thriving. Other organisations, meanwhile, are building smaller satellite offices to service workers in these areas.

That's not to say that remote and hybrid work present a panacea to inequality. In fact, some experts fear that it will *exacerbate* gender inequality (but that's as much



about mindset shifts as anything else). The positive impact of remote work on smaller towns and villages should, nonetheless, act as a powerful reminder of the potential technology has to drive equality.

## Wider access

Technology can open up opportunities for people who previously wouldn't have had access to them. Provided they have connectivity (this is still far from a given) and a capable device, a child from a low-income family can access almost all the same online resources and information as someone from a wealthier family. Similarly, tools like screen readers mean visually impaired individuals can access those same online resources, while automated closed captioning helps hearing impaired individuals participate in online conference calls.



Of course, it's not just a matter of putting technology in people's hands and hoping for the best. While technology is more intuitive than ever, there still needs to be a basic framework in place to ensure people of all backgrounds know how to use it.

Technology can also act as an equality driver for businesses. Using low-code tools, for example, even small businesses can create the kind of consumer-facing and internal applications that would've previously required enterprise-scale budgets to build. These businesses can access increasingly sophisticated customer relationship management (CRM) tools to help build customer loyalty and revenue. Given that South Africa's National Development Plan (NDP), envisions 90% of

South Africa's new jobs coming from small and medium-sized enterprises (SMEs) by 2030, it'll be vital for these businesses to be aware of such technologies and understand how to benefit from them.

There are clear ways technology can help reduce many of the most urgent inequalities faced by the world today. But it can only do so if it is made available to as many people as possible, and if they're equipped with the skills, they need to make the most of it. It's important to remember that technology isn't the solution to inequality in and of itself. It should, however, be part of any initiative aimed at improving equality.

Text | **Andrew Bourne** Photography | **Gonzalo Bell**

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# Survive and flourish through change

Ways of working have changed, but there are exciting opportunities to invest in

**We are so used to building things to last.** But what about building to adapt? Let's start with an analogy here. If a bridge over a river is built to withstand the worst possible conditions and the surrounding area is then hit by a hurricane, what use is the bridge if it is left standing in exactly the same position it was before, when the access roads and the river around it have been shifted by the catastrophe?

*Craig Raath is Executive Director of 21st Century, a specialist Remuneration and Human Capital consultancy. For more information, go to [21century.co.za](http://21century.co.za).*

The analogy could be applied to people management during and post COVID-19. Ways of working have changed, and rigid working models simply don't fit anymore. Given the changing workplace, we need to be building models that are agile enough to adapt to the change around us.

A hybrid team is a flexible work structure where some employees work remotely, and other team members work from a central location or office. And the hybrid approach to working has gained momentum rapidly. In fact, there has been mass resistance to returning to the once 'traditional' working model.

There is also a shift from shareholderism to stakeholderism, and a global move to the triple bottom line or 'PPP' – profit, people and planet.

In the new era, organisations can and should be driven by purpose, not just profit. The most successful companies don't target profit directly but are driven by purpose – the desire to serve a societal needs and contribute to human betterment. And the only way you can embed that into practice is to create both profit and social value. From a people perspective, organisations are now being chosen as employers based on their Employee Value Proposition (EVP) – and being purpose-rather than profit-driven is at the core of a strong EVP.



## Understanding the pillars

The concept of ESG (environment, social and governance) measures in corporate scorecards has been boosted by the move to stakeholderism and the effects of the COVID-19 pandemic.

- **Environment** – greenhouse gas (GHG) emissions (South Africa is the 14th largest emitter in the world), non-renewable energy, renewable energy, environmental incidents, air quality, land management, water and wastewater management, waste and hazardous materials management and sustainability measures.
- **Social** – fatalities, injuries, illnesses, exposure to harmful substances, workplace policies, gender balance, diversity and inclusion, employee engagement, employee voluntary turnover, training and development, behaviours, ethics, values, and company culture.
- **Governance** – governance at the board level, governance at executive level, risk management, compliance, behaviours, ethics, values and culture.



### Improved culture

Outcomes are the new outputs. For the purposes of explanation, the outcomes are what the business aims to achieve. The outputs are the actions or the journey that contribute to achieving an outcome. This again ties to purpose-driven ways of working, as opposed to a profit-driven structure. For this to work, a culture of ownership and accountability must run throughout the organisation.

In a hybrid model, mentorship and feedback are an extremely important growth factor for the company's EVP. There is a far greater emphasis on coaching and development, and regular daily feedback – often multiple times daily – is the cornerstone of employee engagement.

Micro-management is not an option with a workforce that is not 'under the office manager's thumb' anymore. The new management trend is more focused on building relationships of trust and measuring

results and outcomes. Scheduling casual conversations and using multiple forms of communication are key to maintaining positive output.

All of the above links to one all-important factor – culture. Company culture is the basis of an effective EVP. It reinforces the desired organisational behaviour and links directly to results. Rest assured, if culture comes first, performance will follow.

Returning to the bridge analogy; we live in a time when effective performance management means that policies and procedures must be revisited regularly, or else their relevance will simply blow away in the hurricane of change.

It's time we get used to the fact that the workplace will never be the same again. The age of the ever-evolving EVP is here to stay. Let's embrace it and create value for our biggest assets – our people.

Text | **Craig Raath** Photography | **Meeko Media**



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# Making things personal

Data analytics is helping to drive the fourth industrial revolution, and to serve customers better

**“Change is the dominant fact of life** in every business today. And the ability to master and exploit change has become one of the most sought-after management skills. This is particularly true in marketing, where the very tempo of change is constantly quickening.” – John D Louth, 1966, Partner: McKinsey & Co.

*For more information,  
please go to  
[ideahive.co.za](http://ideahive.co.za).*

Today's consumer is more connected and more knowledgeable than ever before, and as deeply invested social media creatures, they are leaving behind detailed digital footprints.

Like Alice reaching out for that tempting little bottle labelled 'Drink Me', many marketers have turned to the magic fix promised by the analysis of consumer data. Just as technology has given consumers the tools to look at a brand across multiple platforms, so too do those platforms give companies access to information about their consumers.

The pace of change has been truly staggering. Add to the mix the devastating impact of COVID-19 and it's understandable that many marketers have been left feeling out of their depth. If predicting and interpreting change is meant to be the key that unlocks a successful marketing strategy, how is it possible to stay ahead of

the game if both the lock and the key keep changing?

Recently, a large portion of marketing and customer service has shifted to digital channels and data analytics brings a newfound science to marketing. Everything is measurable, giving you the ability to test and optimise continuously.

## Many avenues

Data analytics gives brands the tools to reach out to consumers on this personal level, and on multiple platforms. Some of those opportunities include:

- **Lead generation:** It's not just quality leads for sale conversion, but also calculating lifetime value. Analytics can also help optimise cost per lead, and ensure you maximise investments with the right message, on the right channel, to the right audience. If you are marketing across



“Targeted, data-activated, marketing initiatives that are based on a customer’s real-time needs and interests are widening marketing opportunities exponentially. A recent McKinsey report claimed that they ‘can boost total sales by 15 to 20%, and digital sales even more, while significantly improving the ROI on marketing spend across marketing channels,’” says Candice Davis, the MarTech Specialist at Idea Hive, a Digital Creative Marketing company.

The biggest danger with data analysis comes when its use is not tightly married to an effective strategy. Without a strategy, data is just that – data. Only businesses that lead with an effective digital strategy that drives multiple channel engagement can hope to stay ahead in a rapidly changing world.

#### Individual attention

The answer is, of course, knowing your consumer and giving them what they want or, even better, giving them what they didn’t even *know* they wanted.

The great benefit of data analysis is that, through careful exploration of these footprints, brands have the opportunity to digitally feed that underlying hunger of the modern consumer – the personal touch. People today are acutely aware of just how removed they have become from face-to-face interactions, and, while they love the convenience, they hate the idea of being just another number in the general mass of consumers.

It may sound clichéd, but people still long to hear the sound of their own name, or to become connected with something they resonate with. This is why modern consumers are increasingly looking for brands that appear to share their life story and their values; brands that are both personal and authentic.

It’s about delivering personalised messages so that a brand can have the right group of individuals viewing campaigns that are guaranteed to appeal to them, and, in doing so, saving the brand money and resources. If it sounds too good to be true, be warned, it may well be... if there’s no strategy driving the process. Strategy remains both the key and the lock that can open the door to the unlimited potential of data analytics.

multiple channels, data can also help you with lead attribution. Essentially, you can grow your business more efficiently than ever before.

- **Customer loyalty and retention:** Knowing who your loyal customers are so that you can market to them specifically.
- **Customer profiling:** Understanding the persona of your customers helps you to show them what they want to see and hear, and in a manner that’s engaging.
- **Predictive analytics:** Using data to predict trends, thus gaining insight into changing consumer habits.
- **Marketing incentives:** More profitable if targeted accurately.
- **Online marketing tools:** Identifying which online marketing strategies produce the greatest revenue, including the rapidly growing, ripe for the picking video marketing space.

Text | Supplied Photography | metamorworks

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# Safe and sound

SACAA head has plans for the industry and its under-represented sectors



## What are you looking to improve and change in your part of the industry, while you are at the helm?

**Poppy Khoza** My biggest passion is to facilitate change and make meaningful contribution to this dynamic sector of ours.

Firstly, the mandate of the Regulator is clear and if I do not ensure that we continuously improve the levels of safety and security compliance internationally, I would have failed in my duty. Aviation is a global industry, and the reputation of various states is measured by the level of compliance to international standards such as the International Civil Aviation Organization (ICAO). The SACAA is viewed as one of the flagship authorities in Africa. This has been achieved through the hard work of the men and women employed by the Regulator and an industry that engages us robustly.

South Africa currently ranks well above 80% for both safety and security, when one looks at the independent audits the State underwent in the past ten years. My vision and that of the Board as well as the SACAA team is to see this ranking reaching 90%. It's not easy, but it's doable, hence my team and I doing our utmost to ensure that when we have visits from ICAO this year and next year, we are well positioned to perform well in the audits.

The second priority is to continue to collaborate even more with the industry on matters of mutual interest. This can already be seen from the transparent and structured engagements that we're having with the industry on an ongoing basis. One highlight is when we worked together during the COVID-19 crisis to manage the restart of operations under constrained circumstances. However, what we demonstrated as a collective was exceptionally beneficial and quite

*Poppy Khoza is the Director of Civil Aviation at the South African Civil Aviation Authority. For more information, go to [caa.co.za](http://caa.co.za).*

progressive, as air travel in South Africa resumed operations three months into the hard lockdown. We need to leverage those successes and build from the strengths to make civil aviation a success in our country. We must also thank our government for having a listening ear when we as the aviation industry packaged our proposal for resumption of operations within a short space of time.

Thirdly, I wish to elevate the voice of the South African industry through active participation at international level to ensure that the expertise within the Authority and industry contribute meaningfully to the ever-changing landscape of civil aviation internationally. The voice of South Africa must be heard, and we must continue to be part of shaping the discourse through our active engagements when called upon to do so.

The fourth priority is to make transacting with the SACAA seamless through the modernisation project of our systems and processes. Critical lessons learned during COVID-19 catapulted many companies to speed up their automation journeys. We had to accelerate our digitisation and automation journey for the benefit of our clients.

Examples of projects we have recently launched include the card licenses that replace the booklet licenses that have been used and are still being used in some first world countries. The card gives access to the users' information in real time and the information is also updated in real time. We will be launching a series of automation solutions that will enable our operators and licence holders to transact with us. Other services on the horizon through digital platforms include the introduction of e-services, which is at an advanced stage. This will allow operators to transact with the

Regulator 24/7 and not have to wait until the offices open to submit applications.

In the past financial year, we've engaged our industry to rate our services with the aim of improving client service experience. Our aim is to meet and exceed the expectations of our clients and add value to their businesses. Using the outcome of this survey, we will be launching key tools that will make the lives of our clients easier and hopefully, improve their interaction with us. To this end, the 2022/23 financial year was declared as the Year of Client Centricity.

Another key area is being able to bring transformation to an industry that remains white and male dominated. After 28 years of democracy, we cannot still be reporting aviation personnel statistics of 15% Black (African, Indian and Coloured).

The SACAA has taken significant steps to change the demographics of the aviation industry for the better and have included aviation stakeholders in these initiatives. Such initiatives include systematic outreaches to schools in rural areas, where we demystify aviation with the aim of building interest in aviation among learners, graduates, and the public.

The SACAA's presence is also felt at collaborative career exhibitions, that include the support of the Department of Transport and other State aviation entities with a focus on Science, Technology, Engineering and Mathematics (STEM) subjects.

Furthermore, the SACAA offers a bursary programme to external students and employees. The learners' study fields include Aircraft Maintenance Engineering, the Pilot Training Programme and Aeronautical Engineering training.

Even in terms of gender statistics, the SACAA has become a leading example in the sector, as we now boast having 50% capable black women executives. This is a milestone achievement, providing opportunities and fostering the skills of those previously disadvantaged.

### **How do you provide opportunities that enable other women to lift themselves into positions of business influence and leadership?**

There are ways to promote education, training, and professional development for women in positions of leadership, be it in business or in the public sector. I'm an advocate of encouraging confidence and persistence and allowing people to freely express themselves and their ideas in the workplace.

I do not take for granted the support and encouragement that have seen me through the ranks, up to my current position. There are men and women who recognised my abilities and decided to give me a chance and a platform to demonstrate what I can do. I hope to make available those same opportunities and to not only give recognition to women in my organisation, but also to young women and aspirant aviators who look up to me.



*Poppy Khoza.*

The SACAA was instrumental in initiating a Global Aviation Gender Summit (GAGS) followed by a National Aviation Gender Summit (NAGS) and a Women Mentorship Programme in the previous financial year. The aim is to create networks to empower women in the industry and our SACAA women to reach their full potential.

It is essential that all of us open our minds and our workplaces to women in male-dominated industries. This awareness should start at home and progress to schooling level. Research, education, and awareness relating to career fields such as aviation are crucial, especially in a country with a youth unemployment challenge. Women can make a positive contribution to the workplace – and this is a documented fact!

PricewaterhouseCoopers said in 2021 that only 5% of women were Chief Executives in South Africa. One of our objectives when we hosted the inaugural 2018 Global Gender Aviation Summit was to find ways to advocate for women participation and presence in this industry. This is one way of helping the industry to develop and retain a competent workforce, capable of meeting the needs and challenges of the global aviation community into the future.

I encourage other sectors to support platforms that drive gender equality and women representation in decision-making positions in South Africa. When these opportunities are created, we must support women and assist them to thrive instead of breaking them to feed the stereotype that they are not equal to the task. As Meg Ryan once said, "If you empower a woman, you can change the world."

Photography | Supplied

# Security against the spike

Skills to fight cybercrime are rare, but there are options to help avoid a worst-case scenario

**The world generates** an estimated 2.5 quintillion bytes of data every day. Amidst this mind-boggling amount of chatter, a threat is lurking: cybercrime, which has increased by 600% since the start of the COVID-19 pandemic, the United Nations reports.

*lared endangered in 1974, when there w rovide an elastic fibre with a crimp that is perfect for knitted fabric, while Suri is*

This surge in nefarious cyber activity kicked off when global lockdowns saw millions of employees working remotely and logging in from unsecured home computers. According to the Fortinet *Global Threat Landscape Report*, 80% of organisations experienced one or more data breaches during 2021, with a tenfold increase in ransomware attacks alone.

Cyber threats are increasing at a rate greater than the industry is able to cope with, and small and medium enterprises (SMEs) are particularly vulnerable as the financial impact of falling victim to these security breaches can result in their collapse. This is a sobering thought when you consider that 43% of cyberattacks

are aimed at small businesses, according to Accenture's *Cost of Cybercrime Study*, and only 14% are adequately prepared to defend themselves.

As the business landscape evolves, simply keeping abreast of technology advancements and security vulnerabilities is no longer enough. Data breach risks need to be managed strategically, and this requires a specific skill set.

## **Avoiding the worst**

This is where a Chief Information Security Officer (CISO) comes in, and business owners are starting to realise the importance of this role. Even if a company has an accomplished and technically skilled team on board, utilising the services of an advisor with decades of experience on how to mitigate the risks and implement up-to-date security measures is invaluable.

Not all organisations, however, have the budget or even the need for a full-time CISO, and there is a shortage of skilled cybersecurity professionals. The answer to this



# 20,000

The number of builders and craftsmen who built the Taj Mahal.

crippling. This is partly because these industries have been slow to adopt a security-first approach or do not have the funds to onboard a full-time information security officer.

#### • Financial impacts are severe

The financial impact of falling victim to a cybercrime can be devastating. The average cost of recovering from a ransomware attack is approximately R30 million, according to research from cybersecurity firm Sophos.

Cyberattacks do not simply take down a website. They can completely shut down business processes and hold a company's entire IP or customer database for ransom. The result is a complete shutdown in order to recover the business, and the added risk of penalties and fines from regulators as a result of data protection laws. In many instances, these risks are not quantified nor are there adequate risk mitigation and recovery procedures put in place.

#### • Shortage of skills

There is a shortage of cybersecurity skills globally. Fortinet reports that 60% of organisations struggle to recruit cybersecurity talent, and South African skills are at an all-time low, with many CISOs leaving for lucrative opportunities abroad. Combine the increase in cybercrime with the shortage in cyber skills, and we have a perfect storm brewing.

### Roles fit for purpose

Fortunately, there is a solution. Virtual or fractional CISOs (vCISOs) provide those that need it most with solutions to fit their needs and budget and go several steps further than simply box ticking.

There are different CISOs for different purposes. These include:

- **Interim vCISO:** Useful while you source someone new for the role. They can fix urgent issues and put in an action plan to take your company to the next level of cyber resilience.
- **Shadow vCISO:** If you have decided to employ someone with only a few years' experience and 'grow' your own CISO, a shadow vCISO can be provided to nurture and groom the unseasoned employee.
- **Mentor vCISO:** If you are worried about your company's current security function, you can hire an industry expert to coach and mentor your current CISO or CIO.
- **Post-compromise vCISO:** After an attack or security breach, you may need to bring in someone with extensive, post-compromise recovery experience to help you deal with the aftermath while your CISO carries on with business as usual. A post-compromise vCISO, who has weathered many breaches, including ransomware, can offer invaluable assistance.

*As the business landscape evolves, simply keeping abreast of technology advancements and security vulnerabilities is no longer enough.*

is a virtual or fractional CISO – an outsourced security practitioner who, drawing on a wealth of experience in the cybersecurity industry, can provide valuable insight, advice and mentorship to help prevent an attack or recover from one, usually part-time and remotely.

A virtual CISO can help in a number of situations:

#### • Cyberthreats are increasing rapidly

There is a huge increase in the number of threats facing organisations, with ransomware becoming more prevalent. The LexisNexis *True Cost of Fraud Study* reports that cyberfraud in South Africa has increased by 41.5% since 2019, and new data from Mimecast's *State of Email Security 2022* report found that 60% of South African organisations had suffered a ransomware attack in 2021, up from 47% in 2020.

Ransomware does not select the type of company that is attacked; it looks for the weakest attack surfaces. SMEs, educational institutions, and those in manufacturing and other verticals are often the subjects of the most severe attacks, which can be financially



# After the flood

Personal tragedy provides motivation for Sunshine Tour professional

**Royal Johannesburg and Kensington player Keaton Slatter** says while it was initially tough to deal with the tragedy of losing his home in this year's floods in KwaZulu-Natal, he has found a focus point, which he hopes will propel him to success in the Altron Big Easy Tour this season. Slatter's family, based in Durban, was among the hundreds of people who lost their livelihoods when the floods struck in April 2022.

*For more information, go to [bigeasytour.co.za](http://bigeasytour.co.za) or [sunshinetour.com](http://sunshinetour.com).*

"Leading up to Q-School; that week of Q-School, the floods in Durban hit our house and we lost everything," Slatter reveals. "My parents and my fiancée were inside the house but thankfully, they managed to get out, so that's the main thing; that's a plus. They all survived, and they are here, so that's the most important thing."

With his family safe and the tragedy now a painful memory, Slatter got down to work on his golf and played the first tournament of the Altron Big Easy Tour at Blue Valley Golf Estates, where he missed the cut. In the second event at Huddle Park Golf Club in June 2022, Slatter finished in a share of 10th.

"It was tough to restart, obviously, because it was still new and fresh," Slatter says, "but it kind of motivated me to do what I need to do and put the work into my golf, so that I can get where I want to be. Luckily, I have a strong support system that takes care of that stuff, so I don't have to think too much about it. I'd say the whole thing has driven me to work even harder."

## Rebuilding, with help

Slatter continues to play the Altron Big Easy Tour event, and that share of 10th at Huddle Park will give him another boost as he aims to rebuild his life, on and off the golf course.

The 28-year-old is among many players who have heaped praise on Altron for joining hands with the Sunshine Tour to rebrand and invest in the Big Easy Tour.

"It's a huge thing for those of us playing to have a sponsor like Altron," Slatter says. "They're an awesome organisation that's leading the way in their industry, so it's nice of them to give us these opportunities to perform, week in and week out. It's a fantastic thing for golf and we hope it encourages other corporates to invest in South African golf too."

The Big Easy Tour was founded in 2011 with support from Ernie Els and counts current international star Christiaan Bezuidenhout among its former Order of Merit winners.

Text and photography | **Supplied**

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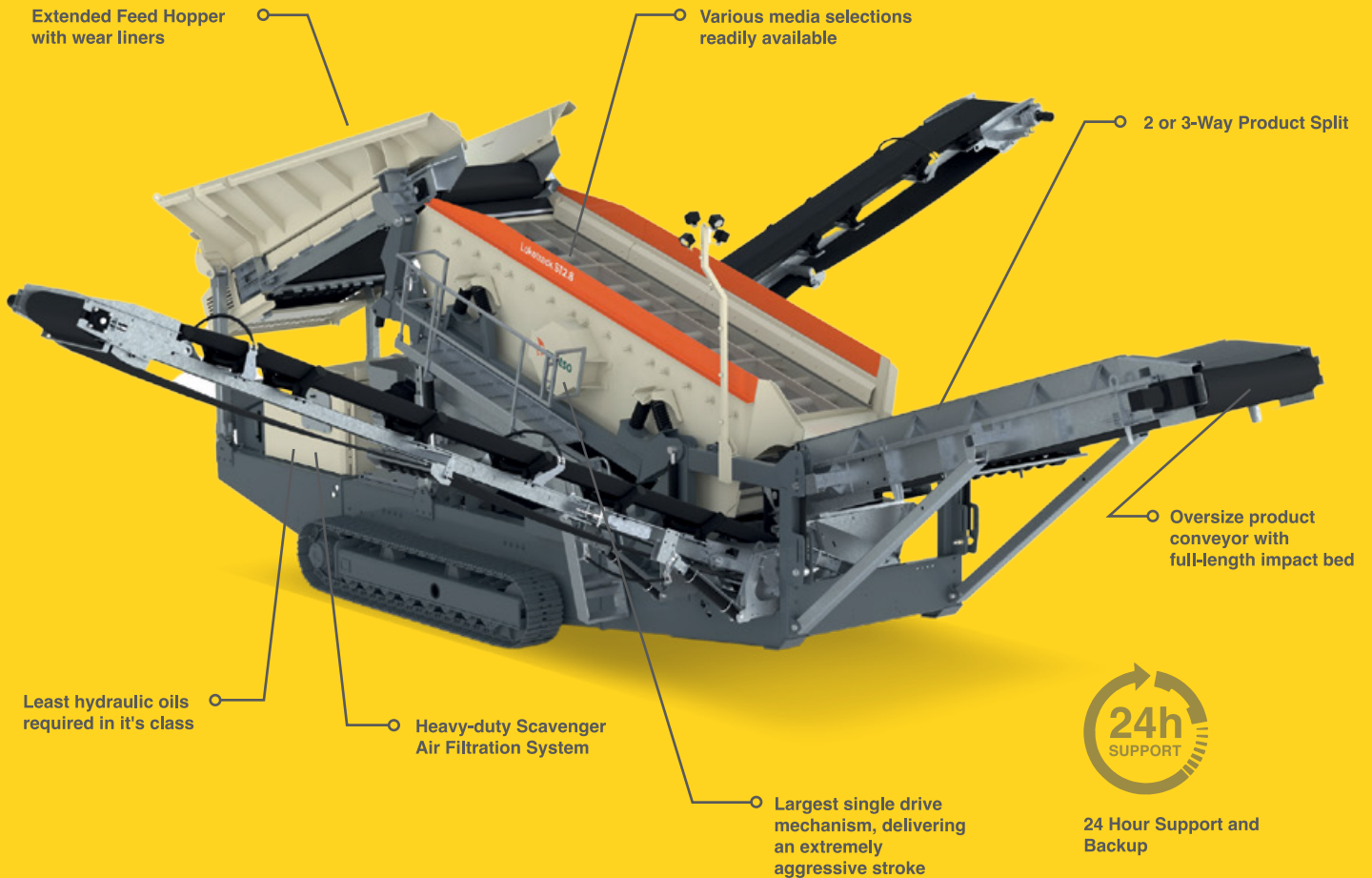
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# Shades of urgency

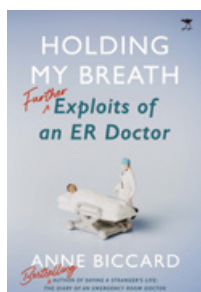
*Holding My Breath* is a candid, heartbreaking, funny memoir of life in one of Johannesburg's busiest emergency rooms

5 August 2020

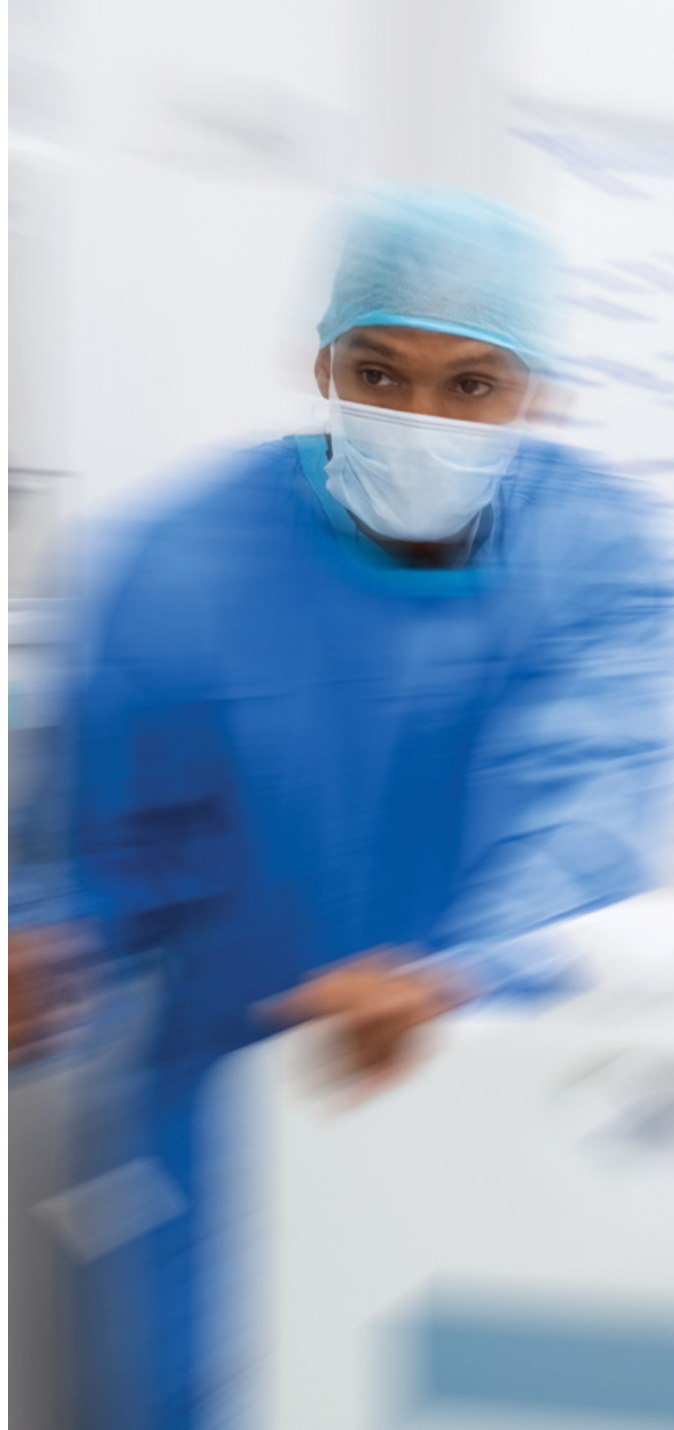
It is six in the morning, and I am at my post. I do not know you yet, but I am prepared for your arrival. I have practised my skills to secure your airway. I have checked my ventilator and memorised the algorithms to shock your heart. I have a list of specialists on call should I need their help. I am wearing clean scrubs and have my pen and my stethoscope at the ready. Chances are that when you woke up today, you did not anticipate paying me a visit. Coming here is almost always a grudge purchase, and many people are resentful despite my best efforts.

Heroically, I am consulting with a little boy who has a piece of Lego stuck in his nose. "What if it goes deeper?" Dad asks, as terrified as the boy. "Deeper where?" I ask. "Like into his brain or sinuses?" Yes... the fear is palpable. "That won't happen," I reassure them. "If it is a battery, then it must come out as a matter of urgency, otherwise it will start to corrode the nostril lining. Anything else, if we can't get it out in the emergency department (or ED), we will send you to an ENT. No rush. But let's have a look."

I am unhooking the light from the bracket on the wall when I hear a man grunting in pain. He staggers through the double doors, hands on his chest. "Get me a cardiologist," he manages, his face contorted. Here comes trouble, I think. "Excuse me," I say to the boy and his father, "I need to see this patient." "Of course," the father says, his eyes wide. Even the little boy, who was crying in anticipation of minor surgery, is stilled. The guy with the chest pain looks like an owl, with a lean face and a tuft of grey hair above each ear. We get him on the bed and the sister does an electrocardiogram (or ECG) while I put up a drip and ask the history. No question, the Owl is having a massive heart attack. I can see it on the monitor before the print-out is done. He tells me that he had a previous heart attack and that the pain feels the same. He confesses that he stopped taking all his chronic medication years ago but that he did take Viagra last night. I have my heart



**Holding My Breath: Further Exploits of an ER Doctor by Anne Biccard, published by Jacana Media, is available now. This extract is published by permission.**



attack protocol smoothly organised. Photograph of the ECG to the cardiologist, followed by name and age, followed closely by a call. From this point, the paths diverge, depending on the cardiologist. Amazingly, they all have different protocols, with some giving four or five different medications and holding the patient in ED, to others who literally run to the catheterisation lab without further ado. The cardiologist today is one of the latter. She is a tiny lady with a booming voice, and she answers my call on the first ring. She gives me a few instructions but, essentially, she wants to open the vessel with a stent. The only drug she wants me to give is an infusion of isosorbide dinitrate, which will buy time by dilating the arteries to the heart. I can barely hear her with the commotion in the room and so I step outside.

The wife of the Owl is pacing the corridor. I have already told her that he is having a heart attack and she



looks suitably concerned. "I can't give the isosorbide," I tell the cardiologist. "He had Viagra last night." The two drugs cannot be used together. "Damn," she replies. "What time did he take Viagra? If it is more than 12 hours, then we will be okay." I put my hand over my mobile and ask Mrs Owl, "What time did he take Viagra?" She looks totally perplexed and asks, "What Viagra?" At the risk of her thinking me a complete moron, I say, "Never mind, wrong patient," and hustle back into the resuscitation room. The Owl tells me that he took Viagra before seven in the evening. More than 12 hours have passed, so we start the infusion and package him off to the catheterisation lab. Time is of the essence, and I don't have a good feeling about this guy.

I go back to the Lego in the nostril. The boy starts to cry again as soon as I reappear. I suppose that I look monstrous in my mask and visor. "I'm sorry," he gasps between sobs, which really wrenches my heart. His

nose is bleeding from where his parents have already attempted salvage. I shine my light up his nose and see the pink Lego nestled just out of reach. "Okay buddy, I am going to tickle the inside of your nose with this bit of plastic." I show him a narrow suction tube. "It won't be sore, but I need you to make your nostrils as wide as you can." If he can make his nostrils as wide as his eyes, this will be a walk in the park. I advance the suction up his nostril until the tip is touching the Lego, and then I close the hole on the side, making a vacuum. "Good!" I tell him. "Wide; wide as you can." The little boy flares his nostrils like a racehorse and the pink Lego sticks to the tip of the catheter and is drawn downwards. "Got it!" Simultaneously, the boy bursts into delighted laughter and Dad is moved to tears. I pat him on the shoulder, feeling a bit awkward, and high-five the boy.

**Anne Biccard vibrantly communicates the stress, energy and humour of the emergency room in her new book.**

Text | **Anne Biccard** Photography | **Supplied, Rido**



# Acting against isolation

Loneliness can become an issue as you age, but there are strategies that can help mitigate that

**“Social isolation and loneliness are widespread,** with some countries reporting that up to one in three older people feel lonely. A large body of research shows that social isolation and loneliness have a serious impact on older people’s physical and mental health, quality of life and their longevity. The effect of social isolation and loneliness on mortality is comparable to that of other well-established risk factors such as smoking, obesity and physical inactivity.” – World Health Organization.

*For more information, go to [renishawhills.co.za](http://renishawhills.co.za).*

Hard lockdown measures and forced social distancing have resulted in increased feelings of loneliness, particularly among the elderly. This has compounded a sense of isolation that is common as people leave the workplace, are no longer the family hub, and suffer ill health and the death of loved ones. However, there are ways to combat these feelings of loneliness as one enters these years.

“Retirement years are about taking the time to enjoy one’s hobbies and interests without worrying about the responsibility of work and demands of a young family,” said Phil Barker of Renishaw Property Developments.

“For many, the arrival of COVID-19 interrupted these plans, with many still unsure about travelling while the threat remains. This can result in loneliness, especially for individuals who live by themselves, which negatively impacts overall health. There are many ways, though, to proactively engage with the local community to combat this loneliness and keep happy in retirement.”

## **1 Engage in physical activity**

No matter what stage of life you’re in, keeping active is an important way to improve physical and mental wellbeing. As people get older, remaining physically



active is even more imperative, as it assists in maintaining independence while enhancing overall health. But more than that, physical activity is a great way to get out and connect with others – whether it's through walking clubs, yoga or even dance classes. This shared time is a way to get out of the house, meet new people and improve one's health at the same time.

## **2** Join clubs and community initiatives

Where earlier life might have focused on child-related clubs and after-school activities, the retirement years are an opportunity to indulge in one's own interests and hobbies. Whether it's weekly bridge or poker games, local quizzes or

sundowner get-togethers, there are always club-based activities happening in the area; it's just a matter of taking the time to get involved and finding one that fits.

## **3** Share workplace skills

The wonders of technology and digital connectivity via Wi-Fi mean that retirement does not necessarily involve a complete halting of all work activities. Remote and part-time work opportunities exist, with retirees taking advantage of the online space to remain active, albeit not at the same fast pace. For those who don't necessarily need the financial benefits that remote working provides, their skills can still be shared with the youth, many of whom are desperate to upskill as a way to secure future employment. By sharing these valuable workplace skills, retirees are remaining engaged and connected with the world.

## **4** Try something new

The truth is, you *can* teach an old dog new tricks! That's why so many retirees are using this time wisely to discover new skills and interests. There are many local courses being held that instruct on everything from woodworking to painting, but for those who aren't interested in hands-on skills, tertiary institutions offer short courses, providing an opportunity to learn about economics, politics or ancient Greece. Getting out and exploring nearby sites, monuments, museums and natural spaces is also a great way to connect with others and prevent those feelings of isolation.

## **5** Help others

Research by the US National Library of Medicine found that: "additional participation in voluntary services ... resulted in an 8.54% increase in mental health, 9.08% in physical health, 7.35% in life satisfaction, and 11.11% in social wellbeing, as well as a 4.30% decrease in depression, giving evidence that higher participation in voluntary services pertinent to other-oriented volunteering contributes to better health benefits cumulatively." Not only do retirees benefit health-wise from volunteering in community initiatives, but it's also a fantastic way to connect with people who are making a positive impact on the world around them.

Text | Supplied Photography | De Visu

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# Quantum leap

New people carrier makes driving a pleasure and an end in itself



**A Toyota Quantum?** For a South African, that's the model most often used for taxis, which means thoughts of creative interpretations of lane markings and the occasional emergency stop when there is no apparent emergency.

*For more information, go to [toyota.co.za](http://toyota.co.za).*

The new Quantum VX can do all those things, but the first impression it makes is dramatically different. The smooth-sliding electronic doors open to reveal seats – eight; six in the back – that are immediately and obviously superior to most business class plane seats. If that makes you feel awkward, having paid for the one you're sitting in right now, be assured that you have more leg room in the air, though the Toyota's electronics make adjusting your seat to your liking easy.

The VX is a big, long car. It's half-bonnet and chunky grill give it an aggressive mien, but you still only know that the 2.8l engine has actually started because the dashboard lights turn on, rather than because there's a matching belligerence in the vehicle's sound.

### Sit back and relax

On the open road, the Quantum is almost bewilderingly easy to drive. The radar that works in conjunction with its cruise control function means that the whole massive rig brakes automatically when you reach a respectful distance from the car in front of you, and then takes off, without your right foot moving at all, when you shift the wheel to the right to overtake. This allows you to relax,

avoiding a great deal of stress, particularly on a longer drive where sustained concentration is a necessity. In an hour-and-a-half session on the N4, the brake pedal needed to be used *once*, and that was only when there was a bottleneck of five coal trucks across two lanes and I finally chickened out.

If you *are* taking a long trip, there's not a huge amount of luggage room, but the height of the vehicle means that if you're any good at Tetris, you can stack a dozen different bags in the space afforded by shifting just one of the single chairs.

TV Bulpin had his trademark van in the seventies, and images of the furthest reaches of scenic South Africa were delivered to generations of enthusiastic travellers from locations he would have had to struggle to reach. If he'd had a Quantum VX, one of two things might have happened. His beautiful coffee table books would have been three times as thick, peppered with pictures captured in places he was never able to access without this Toyota's muscle. Or he'd have published nothing at all, content instead to sit in the climate-controlled, luxury cabin, reading a good book and enjoying his favourite travel-related playlist (on a turntable at the time – the scenario loses its way here...).

Put another way, if this is the car you need to commute in, you're even going to look forward to the school run.

Text and photography | **Bruce Dennill**



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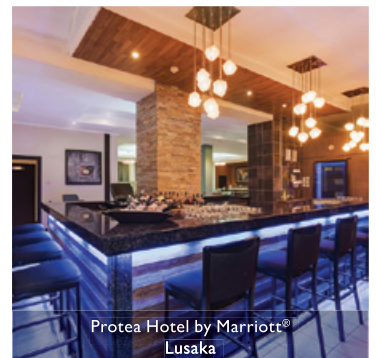
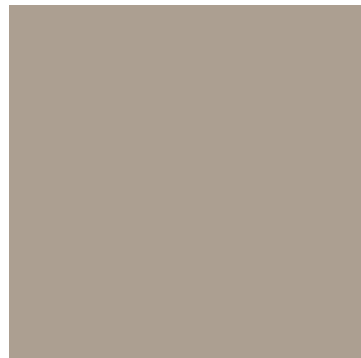
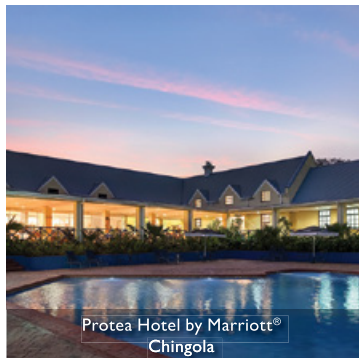
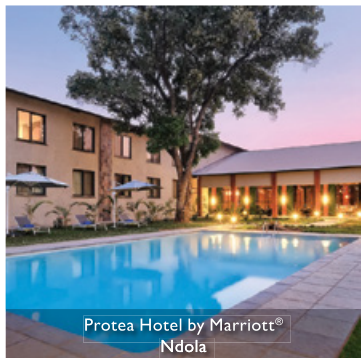
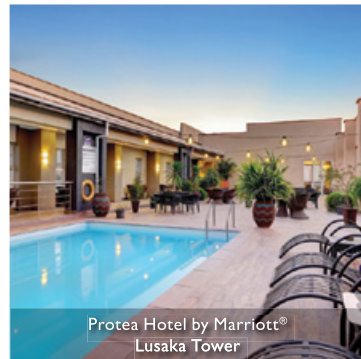
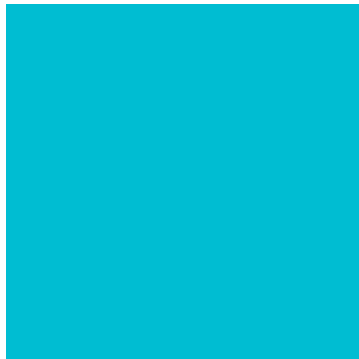
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# Nelson Mandela Museum: “A memorable destination that preserves Nelson Mandela’s legacy”

**In the heart of the Eastern Cape Province** lies the small village of Mthatha – home to the Nelson Mandela Museum sites.

Established on 11 February 2000, the Nelson Mandela Museum is made up of three sites: Mvezo; the Youth and Heritage Centre in Qunu; and the Bhunga Building in Mthatha. However, the museum oversees Nelson Mandela Museum Youth and Heritage Centre in Qunu and its administrative site in Mthatha at the Bhunga Building.

In Madiba’s own words: “The Nelson Mandela Museum is a not-for-profit institution established by the government of South Africa as part of a portfolio of legacy projects that seek to transform the heritage landscape from our apartheid past. Its existence is steadied on the values of integrity, ubuntu, stewardship, service excellence, development and learning and innovation. At the same time, it is a resource for promoting economic development throughout tourism in an impoverished region of the country.”

The museum offers a memorable cultural experience that gives insight into the life of Nelson Mandela, with guided tours and a heritage trail that follow in his footsteps. Cultural offerings, such as traditional dance and food, are available by arrangement.

## Bhunga Building

The Bhunga Building is an ancient construction that has stood the test of time from colonial times to homeland state and to the democratic dispensation. The Bhunga Building has become a national and international treasure for its incredible collection of gems bestowed upon South Africa’s first democratically elected president, Nelson Rolihlahla Mandela, from various institutions, families, statesmen, royalty and ordinary people from the world over. Bhunga building preserves more than 3,500 collections of Nelson Mandela.

The historical building offers an opportunity to the public to understand, appreciate and celebrate the life of the extraordinary man who made a significant contribution to the liberation struggle of South Africa. Visitors can enjoy a one-and-a half hour interactive guided tour at the Bhunga Building site, and temporary exhibitions are featured on a regular basis.



## Youth and Heritage Centre

The Nelson Mandela Museum Youth and Heritage Centre serves as a catalyst for economic and training development through educational and leadership programmes for the upliftment of the youth within the OR Tambo District Municipality and the greater South Africa. This facility is one of the must-see attractions in the entire narrative of Madiba.

The centre boasts a sliding stone where the young Rolihlahla used to play with his friends, and the ruins of a rondavel where he was named Nelson on his first day at school. Not far from the centre there is the family gravesite, the church where he was christened, and the residence where he lies buried.

These renovations will help meet the high expectations of clients and visitors and reposition the Youth and Heritage Centre as a tourist destination of choice.

### How to get there

The Nelson Mandela Museum is situated in Mthatha along the N2 from East London (235km away), Butterworth and Idutywa en route to Durban. Direct flights between OR Tambo International Airport in Johannesburg and Mthatha Airport are available every day. Flights from Cape Town via East London are also available.

### Visitor information

- The museum is open weekdays 09h00–16h00 (except on Good Friday and Workers Day, 1 May), and Saturdays 09h00–15h00. After-hour tours are accepted if made two weeks or more in advance.
- There is no entrance fee, but donations are encouraged.
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- Email: [info@nelsonmandelamuseum.org.za](mailto:info@nelsonmandelamuseum.org.za) or [nontlahla@nelsonmandelamuseum.org.za](mailto:nontlahla@nelsonmandelamuseum.org.za)
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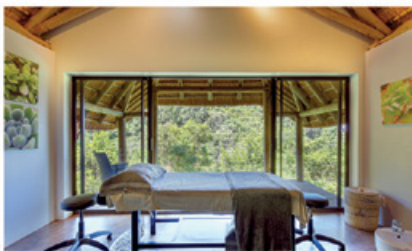
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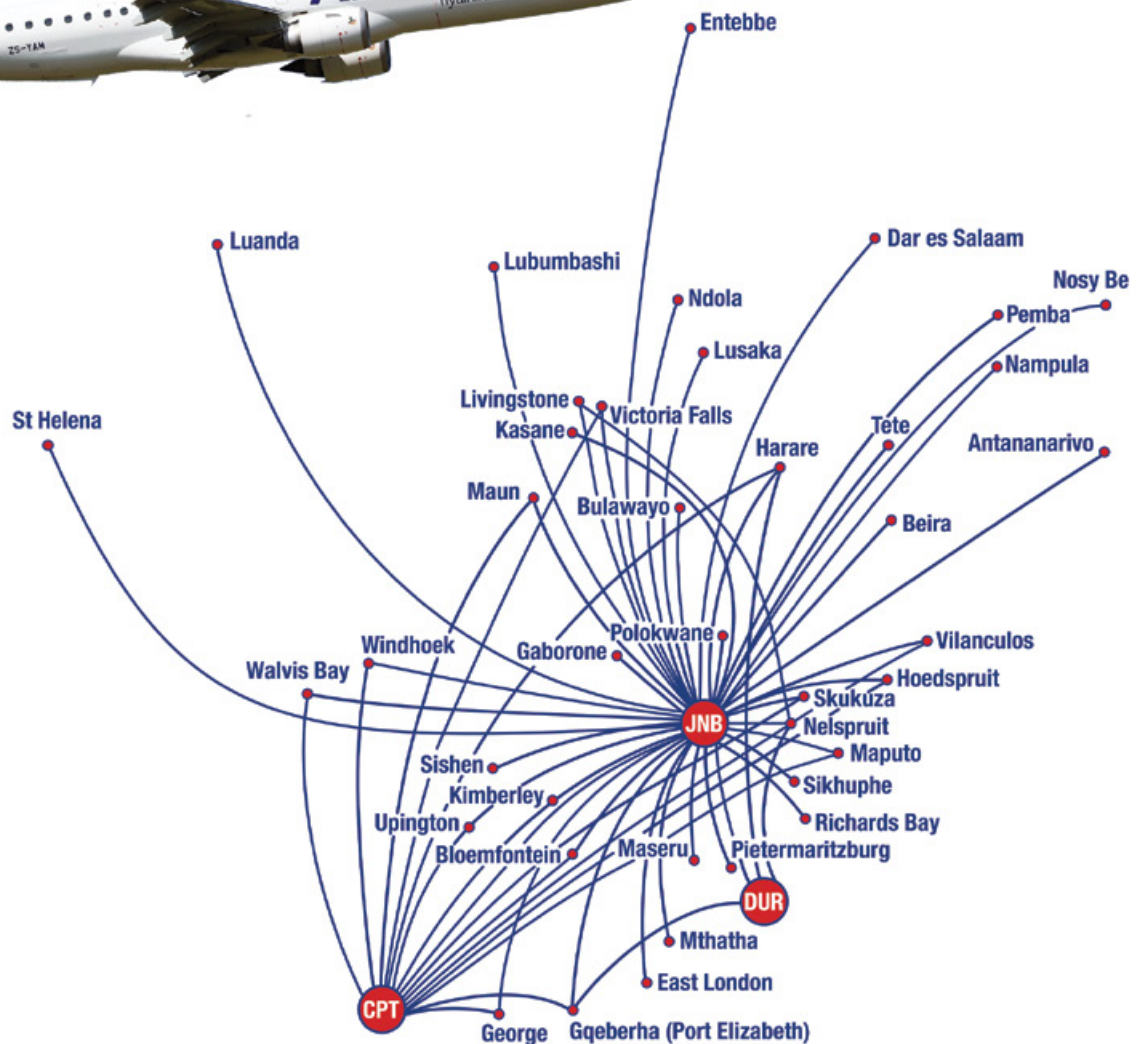


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# FLIGHTS – Domestic

| FLIGHT   | ROUTE                       | DEPARTURE | ARRIVAL | FREQUENCY     | AIRCRAFT    | SEATS |
|--|-----------------------------|-----------|---------|---------------|-------------|-------|
| <b>Cape Town - Bloemfontein - Cape Town</b>              |                             |           |         |               |             |       |
| 4Z600  | Cape Town - Bloemfontein    | 06:00     | 07:35   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z604  | Cape Town - Bloemfontein    | 10:35     | 12:10   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z606  | Cape Town - Bloemfontein    | 16:40     | 18:15   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z601  | Bloemfontein - Cape Town    | 08:10     | 09:55   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z605  | Bloemfontein - Cape Town    | 12:40     | 14:25   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z607  | Bloemfontein - Cape Town    | 18:40     | 20:25   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| <b>Cape Town - George - Cape Town</b>                    |                             |           |         |               |             |       |
| 4Z621  | Cape Town - George          | 07:15     | 08:10   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z623  | Cape Town - George          | 09:00     | 09:55   | 6             | Embraer 135 | 37    |
| 4Z627  | Cape Town - George          | 10:55     | 11:50   | 7             | Embraer 135 | 37    |
| 4Z633  | Cape Town - George          | 12:05     | 13:05   | 6             | Embraer 140 | 40    |
| 4Z637  | Cape Town - George          | 15:15     | 16:10   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z635  | Cape Town - George          | 17:20     | 18:15   | 1 2 3 4 5 7   | Embraer 140 | 40    |
| 4Z622  | George - Cape Town          | 08:35     | 09:35   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z624  | George - Cape Town          | 10:20     | 11:20   | 6             | Embraer 135 | 37    |
| 4Z628  | George - Cape Town          | 12:15     | 13:15   | 7             | Embraer 135 | 37    |
| 4Z634  | George - Cape Town          | 13:30     | 14:30   | 6             | Embraer 140 | 40    |
| 4Z638  | George - Cape Town          | 16:35     | 17:35   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z636  | George - Cape Town          | 18:50     | 19:50   | 1 2 3 4 5 7   | Embraer 140 | 40    |
| <b>Cape Town - Gqeberha (Port Elizabeth) - Cape Town</b> |                             |           |         |               |             |       |
| 4Z520  | Cape Town - Gqeberha        | 06:15     | 07:50   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z528  | Cape Town - Gqeberha        | 16:10     | 17:45   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z521  | Gqeberha - Cape Town        | 08:15     | 09:40   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z529  | Gqeberha - Cape Town        | 18:25     | 19:50   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Cape Town - Hoedspruit - Cape Town</b>                |                             |           |         |               |             |       |
| 4Z657  | Cape Town - Hoedspruit      | 10:50     | 13:20   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z658  | Hoedspruit - Cape Town      | 13:50     | 16:35   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| <b>Cape Town - Kimberley - Cape Town</b>                 |                             |           |         |               |             |       |
| 4Z611  | Cape Town - Kimberley       | 06:30     | 08:00   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z613  | Cape Town - Kimberley       | 08:00     | 09:30   | 6             | Embraer 135 | 37    |
| 4Z617  | Cape Town - Kimberley       | 15:25     | 16:55   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z612  | Kimberley - Cape Town       | 08:25     | 10:00   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z614  | Kimberley - Cape Town       | 09:55     | 11:30   | 6             | Embraer 135 | 37    |
| 4Z618  | Kimberley - Cape Town       | 17:20     | 18:55   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Cape Town - Mbombela (Nelspruit) - Cape Town</b>      |                             |           |         |               |             |       |
| 4Z663  | Cape Town - Mbombela        | 10:25     | 12:50   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z664  | Mbombela - Cape Town        | 13:25     | 16:10   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| <b>Cape Town - Skukuza - Cape Town</b>                   |                             |           |         |               |             |       |
| 4Z651  | Cape Town - Skukuza         | 10:35     | 13:05   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z652  | Skukuza - Cape Town         | 11:40     | 14:25   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| <b>Cape Town - Upington - Cape Town</b>                  |                             |           |         |               |             |       |
| 4Z645  | Cape Town - Upington        | 06:45     | 08:05   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z646  | Upington - Cape Town        | 08:30     | 09:50   | 1 2 3 4 5     | Embraer 135 | 37    |
| <b>Durban - Gqeberha (Port Elizabeth) - Durban</b>       |                             |           |         |               |             |       |
| 4Z520  | Durban - Gqeberha           | 06:15     | 07:50   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z528  | Durban - Gqeberha           | 16:10     | 17:45   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z521  | Gqeberha - Durban           | 08:15     | 09:40   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z529  | Gqeberha - Durban           | 18:25     | 19:50   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Durban - Mbombela (Nelspruit) - Durban</b>            |                             |           |         |               |             |       |
| 4Z505  | Durban - Mbombela           | 10:30     | 11:40   | 1 3 5         | Embraer 135 | 37    |
| 4Z506  | Mbombela - Durban           | 14:00     | 15:10   | 1 3 5         | Embraer 135 | 37    |
| <b>Johannesburg - Bloemfontein - Johannesburg</b>        |                             |           |         |               |             |       |
| 4Z701  | Johannesburg - Bloemfontein | 06:20     | 07:20   | 1 2 3 4 5     | Ejet 170    | 74    |
| 4Z707  | Johannesburg - Bloemfontein | 08:30     | 09:30   | 7             | Embraer 135 | 37    |
| 4Z703  | Johannesburg - Bloemfontein | 09:25     | 10:25   | 1 2 3 4 5 6   | Embraer 140 | 44    |
| 4Z709  | Johannesburg - Bloemfontein | 14:00     | 15:00   | 6             | Embraer 140 | 44    |
| 4Z705  | Johannesburg - Bloemfontein | 17:05     | 18:05   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z702  | Bloemfontein - Johannesburg | 07:50     | 08:50   | 1 2 3 4 5     | Ejet 170    | 74    |
| 4Z708  | Bloemfontein - Johannesburg | 10:00     | 11:00   | 7             | Embraer 135 | 37    |
| 4Z704  | Bloemfontein - Johannesburg | 11:05     | 12:20   | 1 2 3 4 5 6   | Embraer 140 | 44    |
| 4Z710  | Bloemfontein - Johannesburg | 15:25     | 16:25   | 6             | Embraer 140 | 44    |
| 4Z706  | Bloemfontein - Johannesburg | 18:35     | 19:35   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| <b>Johannesburg - Cape Town - Johannesburg</b>           |                             |           |         |               |             |       |
| 4Z893  | Johannesburg - Cape Town    | 06:20     | 08:30   | 1 2 3 4 5     | Ejet 190    | 98    |
| 4Z905  | Johannesburg - Cape Town    | 10:25     | 12:35   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z903  | Johannesburg - Cape Town    | 12:10     | 14:20   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z901  | Johannesburg - Cape Town    | 14:55     | 17:05   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z909  | Johannesburg - Cape Town    | 18:10     | 20:20   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z923  | Johannesburg - Cape Town    | 18:35     | 20:45   | 5 7           | Ejet 190    | 98    |
| 4Z892  | Cape Town - Johannesburg    | 06:50     | 08:55   | 1 2 3 4 5     | Ejet 190    | 98    |
| 4Z902  | Cape Town - Johannesburg    | 09:15     | 11:20   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z896  | Cape Town - Johannesburg    | 14:00     | 16:05   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z920  | Cape Town - Johannesburg    | 15:15     | 17:20   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z898  | Cape Town - Johannesburg    | 17:55     | 20:00   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z910  | Cape Town - Johannesburg    | 18:35     | 20:40   | 5 7           | Ejet 190    | 98    |
| <b>Johannesburg - Durban - Johannesburg</b>              |                             |           |         |               |             |       |
| 4Z551  | Johannesburg - Durban       | 06:00     | 07:05   | 1 2 3 4 5 6   | Ejet 170    | 74    |
| 4Z553  | Johannesburg - Durban       | 09:35     | 10:40   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z569  | Johannesburg - Durban       | 17:35     | 18:45   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z552  | Durban - Johannesburg       | 07:40     | 08:50   | 1 2 3 4 5 6   | Ejet 170    | 74    |
| 4Z554  | Durban - Johannesburg       | 11:15     | 12:25   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z570  | Durban - Johannesburg       | 19:15     | 20:25   | 1 2 3 4 5 7   | Ejet 190    | 98    |

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# FLIGHTS – Domestic

| FLIGHT   | ROUTE                           | DEPARTURE | ARRIVAL | FREQUENCY     | AIRCRAFT    | SEATS |
|--|---------------------------------|-----------|---------|---------------|-------------|-------|
| <b>Johannesburg - East London - Johannesburg</b>               |                                 |           |         |               |             |       |
| 4Z913  | Johannesburg - East London      | 06:20     | 07:50   | 1 2 3 4 5 6   | Embraer 135 | 37    |
| 4Z915  | Johannesburg - East London      | 10:30     | 12:00   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| 4Z917  | Johannesburg - East London      | 16:10     | 17:40   | 1 2 3 4 5 7   | Embraer 140 | 44    |
| 4Z914  | East London - Johannesburg      | 08:20     | 09:55   | 1 2 3 4 5 6   | Embraer 135 | 37    |
| 4Z916  | East London - Johannesburg      | 12:35     | 14:10   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| 4Z918  | East London - Johannesburg      | 18:10     | 19:45   | 1 2 3 4 5 7   | Embraer 140 | 44    |
| <b>Johannesburg - George - Johannesburg</b>                    |                                 |           |         |               |             |       |
| 4Z691  | Johannesburg - George           | 06:15     | 08:15   | 1 2 3         | Ejet 170    | 74    |
| 4Z693  | Johannesburg - George           | 11:15     | 13:15   | 1 2 3 4 5 6 7 | Ejet 170    | 74    |
| 4Z697  | Johannesburg - George           | 16:15     | 18:15   | 4 5 7         | Ejet 170    | 74    |
| 4Z692  | George - Johannesburg           | 08:45     | 10:30   | 1 2 3         | Ejet 170    | 74    |
| 4Z694  | George - Johannesburg           | 13:45     | 15:30   | 1 2 3 4 5 6 7 | Ejet 170    | 74    |
| 4Z698  | George - Johannesburg           | 18:45     | 20:30   | 4 5 7         | Ejet 170    | 74    |
| <b>Johannesburg - Gqeberha (Port Elizabeth) - Johannesburg</b> |                                 |           |         |               |             |       |
| 4Z793  | Johannesburg - Gqeberha         | 06:00     | 07:45   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z797  | Johannesburg - Gqeberha         | 10:10     | 11:55   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z795  | Johannesburg - Gqeberha         | 17:15     | 19:00   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z799  | Johannesburg - Gqeberha         | 18:15     | 20:00   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z792  | Gqeberha - Johannesburg         | 06:30     | 08:15   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z794  | Gqeberha - Johannesburg         | 08:15     | 10:00   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z798  | Gqeberha - Johannesburg         | 12:35     | 14:20   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z796  | Gqeberha - Johannesburg         | 19:35     | 21:20   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| <b>Johannesburg - Hoedspruit- Johannesburg</b>                 |                                 |           |         |               |             |       |
| 4Z871  | Johannesburg - Hoedspruit       | 10:30     | 11:25   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z873  | Johannesburg - Hoedspruit       | 12:50     | 13:45   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| 4Z872  | Hoedspruit - Johannesburg       | 12:00     | 13:05   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z874  | Hoedspruit - Johannesburg       | 14:20     | 15:25   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| <b>Johannesburg - Kimberley - Johannesburg</b>                 |                                 |           |         |               |             |       |
| 4Z721  | Johannesburg - Kimberley        | 07:00     | 08:05   | 1 2 3 4 5 6   | Embraer 140 | 44    |
| 4Z723  | Johannesburg - Kimberley        | 09:10     | 10:15   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z727  | Johannesburg - Kimberley        | 16:15     | 17:20   | 1 2 3 4 5 7   | Ejet 170    | 74    |
| 4Z722  | Kimberley - Johannesburg        | 08:30     | 09:35   | 1 2 3 4 5 6   | Embraer 140 | 44    |
| 4Z724  | Kimberley - Johannesburg        | 10:45     | 11:50   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z728  | Kimberley - Johannesburg        | 17:45     | 18:50   | 1 2 3 4 5 7   | Ejet 170    | 74    |
| <b>Johannesburg - Mbombela (Nelspruit) - Johannesburg</b>      |                                 |           |         |               |             |       |
| 4Z823  | Johannesburg - Mbombela         | 07:00     | 07:55   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z827  | Johannesburg - Mbombela         | 09:20     | 10:15   | 1 3 5 7       | Embraer 135 | 37    |
| 4Z829  | Johannesburg - Mbombela         | 10:05     | 11:00   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| 4Z841  | Johannesburg - Mbombela         | 11:05     | 12:00   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z845  | Johannesburg - Mbombela         | 15:55     | 16:50   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z847  | Johannesburg - Mbombela         | 17:15     | 18:10   | 1 3 4 5       | Embraer 135 | 37    |
| 4Z837  | Johannesburg - Mbombela         | 18:10     | 19:05   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z838  | Mbombela - Johannesburg         | 06:55     | 07:50   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z824  | Mbombela - Johannesburg         | 08:20     | 09:15   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z836  | Mbombela - Johannesburg         | 08:30     | 09:25   | 6             | Embraer 140 | 44    |
| 4Z842  | Mbombela - Johannesburg         | 12:25     | 13:20   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z822  | Mbombela - Johannesburg         | 16:15     | 17:10   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| 4Z846  | Mbombela - Johannesburg         | 17:15     | 18:10   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z848  | Mbombela - Johannesburg         | 18:30     | 19:25   | 1 3 4 5       | Embraer 135 | 37    |
| <b>Johannesburg - Mthatha- Johannesburg</b>                    |                                 |           |         |               |             |       |
| 4Z751  | Johannesburg - Mthatha          | 06:15     | 07:35   | 1 2 3 4 5 6   | Embraer 135 | 37    |
| 4Z757  | Johannesburg - Mthatha          | 12:15     | 13:35   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z759  | Johannesburg - Mthatha          | 15:10     | 16:30   | 4 5           | Embraer 135 | 37    |
| 4Z755  | Johannesburg - Mthatha          | 16:00     | 17:20   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z752  | Mthatha - Johannesburg          | 08:00     | 09:20   | 1 2 3 4 5 6   | Embraer 135 | 37    |
| 4Z758  | Mthatha - Johannesburg          | 14:00     | 15:20   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z760  | Mthatha - Johannesburg          | 17:00     | 18:20   | 4 5           | Embraer 135 | 37    |
| 4Z756  | Mthatha - Johannesburg          | 17:45     | 19:05   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Johannesburg - Pietermaritzburg- Johannesburg</b>           |                                 |           |         |               |             |       |
| 4Z733  | Johannesburg - Pietermaritzburg | 06:50     | 07:55   | 1 2 3 4 5 6   | Embraer 135 | 37    |
| 4Z735  | Johannesburg - Pietermaritzburg | 12:35     | 13:40   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z743  | Johannesburg - Pietermaritzburg | 16:35     | 17:40   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z739  | Johannesburg - Pietermaritzburg | 18:30     | 19:30   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z730  | Pietermaritzburg - Johannesburg | 06:45     | 07:45   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z732  | Pietermaritzburg - Johannesburg | 07:00     | 08:05   | 6             | Embraer 135 | 37    |
| 4Z734  | Pietermaritzburg - Johannesburg | 08:30     | 09:35   | 1 2 3 4 5 6   | Embraer 135 | 37    |
| 4Z736  | Pietermaritzburg - Johannesburg | 14:05     | 15:10   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z744  | Pietermaritzburg - Johannesburg | 18:10     | 19:15   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Johannesburg - Polokwane - Johannesburg</b>                 |                                 |           |         |               |             |       |
| 4Z801  | Johannesburg - Polokwane        | 06:35     | 07:30   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z813  | Johannesburg - Polokwane        | 12:50     | 13:45   | 6             | Embraer 135 | 37    |
| 4Z815  | Johannesburg - Polokwane        | 16:15     | 17:10   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z802  | Polokwane - Johannesburg        | 07:55     | 08:50   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z814  | Polokwane - Johannesburg        | 14:10     | 15:05   | 6             | Embraer 135 | 37    |
| 4Z816  | Polokwane - Johannesburg        | 17:40     | 18:35   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Johannesburg - Sishen - Johannesburg</b>                    |                                 |           |         |               |             |       |
| 4Z773  | Johannesburg - Sishen           | 05:45     | 07:00   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z771  | Johannesburg - Sishen           | 06:30     | 07:45   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z779  | Johannesburg - Sishen           | 15:25     | 16:40   | 1 2 3 5       | Embraer 135 | 37    |
| 4Z777  | Johannesburg - Sishen           | 16:00     | 17:15   | 1 3 4 5       | Embraer 135 | 37    |
| 4Z774  | Sishen - Johannesburg           | 07:25     | 08:40   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z772  | Sishen - Johannesburg           | 08:15     | 09:30   | 1 2 3 5       | Embraer 135 | 37    |
| 4Z780  | Sishen - Johannesburg           | 17:15     | 18:30   | 1 2 3 5       | Embraer 135 | 37    |
| 4Z778  | Sishen - Johannesburg           | 17:45     | 19:00   | 1 3 4 5       | Embraer 135 | 37    |

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## FLIGHTS – Domestic

| FLIGHT                                       | ROUTE                   | DEPARTURE | ARRIVAL | FREQUENCY     | AIRCRAFT    | SEATS |
|--|-------------------------|-----------|---------|---------------|-------------|-------|
| <b>Johannesburg - Skukuza- Johannesburg</b>  |                         |           |         |               |             |       |
| 4Z861  | Johannesburg - Skukuza  | 10:05     | 11:05   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z865  | Johannesburg - Skukuza  | 13:10     | 14:10   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z866  | Skukuza - Johannesburg  | 14:35     | 15:40   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z862  | Skukuza - Johannesburg  | 13:35     | 14:40   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| <b>Johannesburg - Upington- Johannesburg</b> |                         |           |         |               |             |       |
| 4Z761  | Johannesburg - Upington | 07:10     | 08:40   | 1 2 3 4 6     | Embraer 135 | 37    |
| 4Z763  | Johannesburg - Upington | 11:00     | 12:30   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z769  | Johannesburg - Upington | 15:45     | 17:15   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z762  | Upington - Johannesburg | 09:05     | 10:30   | 1 2 3 4 6     | Embraer 135 | 37    |
| 4Z764  | Upington - Johannesburg | 13:00     | 14:25   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z770  | Upington - Johannesburg | 17:40     | 19:05   | 1 2 3 4 5 7   | Embraer 135 | 37    |

## FLIGHTS – Regional

| FLIGHT   | ROUTE                        | DEPARTURE | ARRIVAL | FREQUENCY     | AIRCRAFT    | SEATS |
|--|------------------------------|-----------|---------|---------------|-------------|-------|
| <b>Cape Town - Harare - Cape Town</b>              |                              |           |         |               |             |       |
| 4Z382  | Cape Town - Harare           | 10:30     | 13:40   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z383  | Harare - Cape Town           | 14:30     | 17:50   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| <b>Cape Town - Maputo - Cape Town</b>              |                              |           |         |               |             |       |
| 4Z489  | Cape Town - Maputo           | 17:10     | 19:40   | 1 3 5 7       | Embraer 140 | 44    |
| 4Z490  | Maputo - Cape Town           | 06:10     | 09:00   | 1 4 6         | Embraer 140 | 44    |
| <b>Cape Town - Maun - Cape Town</b>                |                              |           |         |               |             |       |
| 4Z314  | Cape Town - Maun             | 10:35     | 13:10   | 1 2 3 4 5 6 7 | Embraer 140 | 42    |
| 4Z315  | Maun - Cape Town             | 13:40     | 16:20   | 1 2 3 4 5 6 7 | Embraer 140 | 42    |
| <b>Cape Town - Victoria Falls - Cape Town</b>      |                              |           |         |               |             |       |
| 4Z390  | Cape Town - Victoria Falls   | 09:45     | 12:40   | 1 2 3 4 5 7   | Embraer 140 | 42    |
| 4Z391  | Victoria Falls - Cape Town   | 13:15     | 16:20   | 1 2 3 4 5 7   | Embraer 140 | 42    |
| <b>Cape Town - Walvisbay - Cape Town</b>           |                              |           |         |               |             |       |
| 4Z346  | Cape Town - Walvisbay        | 12:05     | 14:20   | 6             | Embraer 135 | 37    |
| 4Z348  | Cape Town - Walvisbay        | 14:00     | 16:15   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z347  | Walvisbay - Cape Town        | 14:55     | 17:05   | 6             | Embraer 135 | 37    |
| 4Z349  | Walvisbay - Cape Town        | 16:50     | 19:00   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Cape Town - Windhoek - Cape Town</b>            |                              |           |         |               |             |       |
| 4Z320  | Cape Town - Windhoek         | 06:20     | 08:35   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z326  | Cape Town - Windhoek         | 10:40     | 12:55   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z328  | Cape Town - Windhoek         | 17:10     | 19:25   | 4 5 7         | Embraer 140 | 44    |
| 4Z329  | Windhoek - Cape Town         | 07:00     | 09:10   | 1 5 6         | Embraer 135 | 37    |
| 4Z321  | Windhoek - Cape Town         | 09:25     | 11:35   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z327  | Windhoek - Cape Town         | 13:40     | 15:50   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| <b>Durban - Harare - Durban</b>                    |                              |           |         |               |             |       |
| 4Z410  | Durban - Harare              | 10:30     | 12:40   | 2 4 6 7       | Embraer 135 | 37    |
| 4Z411  | Harare - Durban              | 13:20     | 15:35   | 2 4 6 7       | Embraer 135 | 37    |
| <b>Johannesburg - Beira - Johannesburg</b>         |                              |           |         |               |             |       |
| 4Z214  | Johannesburg - Beira         | 11:05     | 12:45   | 1 2 4 6 7     | Embraer 135 | 37    |
| 4Z215  | Beira - Johannesburg         | 13:10     | 15:10   | 1 2 4 6 7     | Embraer 135 | 37    |
| <b>Johannesburg - Bulawayo - Johannesburg</b>      |                              |           |         |               |             |       |
| 4Z110  | Johannesburg - Bulawayo      | 10:40     | 11:55   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z114  | Johannesburg - Bulawayo      | 14:25     | 15:40   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z111  | Bulawayo - Johannesburg      | 12:35     | 14:05   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z115  | Bulawayo - Johannesburg      | 16:15     | 17:45   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Johannesburg - Dar es Salaam - Johannesburg</b> |                              |           |         |               |             |       |
| 4Z036  | Johannesburg - Dar es Salaam | 22:00     | 02:25   | 1 3 4 5 7     | Ejet 190    | 98    |
| 4Z037  | Dar es Salaam - Johannesburg | 03:25     | 06:10   | 1 2 4 5 6     | Ejet 190    | 98    |
| <b>Johannesburg - Entebbe - Johannesburg</b>       |                              |           |         |               |             |       |
| 4Z190  | Johannesburg - Entebbe       | 21:15     | 02:30   | 1 3 5 7       | Ejet 190    | 98    |
| 4Z191  | Entebbe - Johannesburg       | 03:30     | 07:00   | 1 2 4 6       | Ejet 190    | 98    |
| <b>Johannesburg - Gaborone - Johannesburg</b>      |                              |           |         |               |             |       |
| 4Z172  | Johannesburg - Gaborone      | 06:20     | 07:15   | 1 2 3 4 5     | Ejet 190    | 98    |
| 4Z174  | Johannesburg - Gaborone      | 09:15     | 10:10   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z170  | Johannesburg - Gaborone      | 09:20     | 10:15   | 6             | Embraer 135 | 37    |
| 4Z176  | Johannesburg - Gaborone      | 11:00     | 11:55   | 6 7           | Embraer 140 | 44    |
| 4Z180  | Johannesburg - Gaborone      | 15:25     | 16:20   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z178  | Johannesburg - Gaborone      | 17:00     | 17:55   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z173  | Gaborone - Johannesburg      | 07:45     | 08:40   | 1 2 3 4 5     | Ejet 190    | 98    |
| 4Z175  | Gaborone - Johannesburg      | 10:35     | 11:30   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z171  | Gaborone - Johannesburg      | 10:40     | 11:35   | 6             | Embraer 135 | 37    |
| 4Z177  | Gaborone - Johannesburg      | 12:40     | 13:35   | 6 7           | Embraer 140 | 44    |
| 4Z181  | Gaborone - Johannesburg      | 16:50     | 17:45   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z179  | Gaborone - Johannesburg      | 18:25     | 19:20   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| <b>Johannesburg - Harare - Johannesburg</b>        |                              |           |         |               |             |       |
| 4Z100  | Johannesburg - Harare        | 06:20     | 08:00   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z104  | Johannesburg - Harare        | 10:55     | 12:35   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z102  | Johannesburg - Harare        | 16:10     | 17:50   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z101  | Harare - Johannesburg        | 08:40     | 10:35   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z105  | Harare - Johannesburg        | 13:25     | 15:20   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z103  | Harare - Johannesburg        | 18:30     | 20:25   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| <b>Johannesburg - Kasane - Johannesburg</b>        |                              |           |         |               |             |       |
| 4Z306  | Johannesburg - Kasane        | 11:50     | 13:35   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| 4Z307  | Kasane - Johannesburg        | 14:05     | 15:45   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |

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# FLIGHTS – Regional

| FLIGHT   | ROUTE                         | DEPARTURE | ARRIVAL | FREQUENCY     | AIRCRAFT    | SEATS |
|--|-------------------------------|-----------|---------|---------------|-------------|-------|
| <b>Johannesburg - Livingstone - Johannesburg</b>                 |                               |           |         |               |             |       |
| 4Z482  | Johannesburg - Livingstone    | 11:00     | 12:50   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z483  | Livingstone - Johannesburg    | 13:25     | 15:20   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| <b>Johannesburg - Luanda- Johannesburg</b>                       |                               |           |         |               |             |       |
| 4Z44   | Johannesburg - Luanda         | 13:30     | 16:15   | 2 4 5 7       | Ejet 170    | 74    |
| 4Z45   | Luanda - Johannesburg         | 17:10     | 21:45   | 2 4 5 7       | Ejet 170    | 74    |
| <b>Johannesburg - Lubumbashi - Johannesburg</b>                  |                               |           |         |               |             |       |
| 4Z021  | Johannesburg - Lubumbashi     | 10:25     | 13:00   | 1 2 3 4 5 6 7 | Ejet 170    | 74    |
| 4Z022  | Lubumbashi - Johannesburg     | 13:45     | 16:35   | 1 2 3 4 5 6 7 | Ejet 170    | 74    |
| <b>Johannesburg - Lusaka - Johannesburg</b>                      |                               |           |         |               |             |       |
| 4Z160  | Johannesburg - Lusaka         | 06:15     | 08:15   | 1 2 3 4 5 6   | Embraer 140 | 44    |
| 4Z162  | Johannesburg - Lusaka         | 11:30     | 13:30   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z164  | Johannesburg - Lusaka         | 16:35     | 18:35   | 1 2 3 4 5 7   | Embraer 140 | 44    |
| 4Z161  | Lusaka - Johannesburg         | 08:50     | 11:05   | 1 2 3 4 5 6   | Embraer 140 | 44    |
| 4Z163  | Lusaka - Johannesburg         | 14:15     | 16:30   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z165  | Lusaka - Johannesburg         | 19:05     | 21:20   | 1 2 3 4 5 7   | Embraer 140 | 44    |
| <b>Johannesburg - Maputo - Johannesburg</b>                      |                               |           |         |               |             |       |
| 4Z270  | Johannesburg - Maputo         | 06:10     | 07:10   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z272  | Johannesburg - Maputo         | 13:45     | 14:40   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z274  | Johannesburg - Maputo         | 17:05     | 18:05   | 1 2 3 4 5 7   | Embraer 140 | 44    |
| 4Z271  | Maputo - Johannesburg         | 07:40     | 08:50   | 1 2 3 4 5     | Embraer 140 | 44    |
| 4Z273  | Maputo - Johannesburg         | 15:35     | 16:50   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z275  | Maputo - Johannesburg         | 18:40     | 19:55   | 1 2 3 4 5 7   | Embraer 140 | 44    |
| <b>Johannesburg - Maseru - Johannesburg</b>                      |                               |           |         |               |             |       |
| 4Z050  | Johannesburg - Maseru         | 06:40     | 07:40   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z052  | Johannesburg - Maseru         | 09:35     | 10:35   | 6 7           | Embraer 135 | 37    |
| 4Z062  | Johannesburg - Maseru         | 15:00     | 16:00   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z051  | Maseru - Johannesburg         | 08:10     | 09:15   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z053  | Maseru - Johannesburg         | 11:00     | 12:05   | 6 7           | Embraer 135 | 37    |
| 4Z063  | Maseru - Johannesburg         | 16:25     | 17:30   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| <b>Johannesburg - Maun - Johannesburg</b>                        |                               |           |         |               |             |       |
| 4Z302  | Johannesburg - Maun           | 10:55     | 12:35   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z300  | Johannesburg - Maun           | 12:05     | 13:45   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z303  | Maun - Johannesburg           | 13:05     | 14:45   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z301  | Maun - Johannesburg           | 14:30     | 16:10   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| <b>Johannesburg - Nampula - Johannesburg</b>                     |                               |           |         |               |             |       |
| 4Z230  | Johannesburg - Nampula        | 10:30     | 13:00   | 2 4           | Embraer 135 | 37    |
| 4Z231  | Nampula - Johannesburg        | 13:35     | 16:30   | 2 4           | Embraer 135 | 37    |
| <b>Johannesburg - Ndola - Johannesburg</b>                       |                               |           |         |               |             |       |
| 4Z150  | Johannesburg - Ndola          | 10:20     | 12:40   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| 4Z151  | Ndola - Johannesburg          | 13:10     | 15:45   | 1 2 3 4 5 6 7 | Embraer 140 | 44    |
| <b>Johannesburg - Pemba - Johannesburg</b>                       |                               |           |         |               |             |       |
| 4Z204  | Johannesburg - Pemba          | 11:30     | 14:20   | 1 2 3 4 5     | Embraer 135 | 37    |
| 4Z205  | Pemba - Johannesburg          | 14:50     | 18:10   | 1 2 3 4 5     | Embraer 135 | 37    |
| <b>Johannesburg - St Helena - Johannesburg</b>                   |                               |           |         |               |             |       |
| 4Z131  | Johannesburg - St Helena      | 09:00     | 13:25   | 6             | Ejet 190    | 98    |
| 4Z132  | St Helena - Johannesburg      | 14:30     | 21:15   | 6             | Ejet 190    | 98    |
| <b>Johannesburg - Sikhuphe - Johannesburg</b>                    |                               |           |         |               |             |       |
| 4Z080  | Johannesburg - Sikhuphe       | 06:50     | 07:40   | 1 2 3 4 5 6   | Embraer 135 | 37    |
| 4Z082  | Johannesburg - Sikhuphe       | 10:10     | 11:00   | 6 7           | Embraer 135 | 37    |
| 4Z084  | Johannesburg - Sikhuphe       | 13:15     | 14:05   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z086  | Johannesburg - Sikhuphe       | 16:20     | 17:10   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| 4Z081  | Sikhuphe - Johannesburg       | 08:10     | 09:15   | 1 2 3 4 5 6   | Embraer 135 | 37    |
| 4Z083  | Sikhuphe - Johannesburg       | 11:30     | 12:35   | 6 7           | Embraer 135 | 37    |
| 4Z085  | Sikhuphe - Johannesburg       | 14:35     | 15:40   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z087  | Sikhuphe - Johannesburg       | 17:40     | 18:45   | 1 2 3 4 5 7   | Embraer 135 | 37    |
| <b>Johannesburg - Tete - Johannesburg</b>                        |                               |           |         |               |             |       |
| 4Z220  | Johannesburg - Tete           | 10:35     | 12:35   | 1 3 4 5       | Embraer 140 | 44    |
| 4Z221  | Tete - Johannesburg           | 13:20     | 15:40   | 1 3 4 5       | Embraer 140 | 44    |
| <b>Johannesburg - Victoria Falls - Johannesburg</b>              |                               |           |         |               |             |       |
| 4Z494  | Johannesburg - Victoria Falls | 11:30     | 13:15   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z495  | Victoria Falls - Johannesburg | 13:55     | 15:35   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| <b>Johannesburg - Vilanculos - Johannesburg</b>                  |                               |           |         |               |             |       |
| 4Z260  | Johannesburg - Vilanculos     | 11:35     | 13:05   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z261  | Vilanculos - Johannesburg     | 13:45     | 15:30   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| <b>Johannesburg - Walvis bay - Johannesburg</b>                  |                               |           |         |               |             |       |
| 4Z141  | Johannesburg - Walvis bay     | 10:20     | 12:45   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z142  | Walvis bay - Johannesburg     | 13:30     | 15:40   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| <b>Johannesburg - Windhoek - Johannesburg</b>                    |                               |           |         |               |             |       |
| 4Z120  | Johannesburg - Windhoek       | 06:30     | 08:40   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z124  | Johannesburg - Windhoek       | 10:40     | 12:55   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z126  | Johannesburg - Windhoek       | 15:15     | 17:30   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z128  | Johannesburg - Windhoek       | 17:35     | 19:35   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| 4Z129  | Windhoek - Johannesburg       | 07:10     | 09:50   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z121  | Windhoek - Johannesburg       | 09:15     | 11:15   | 1 2 3 4 5 6   | Ejet 190    | 98    |
| 4Z125  | Windhoek - Johannesburg       | 13:35     | 15:35   | 1 2 3 4 5 6 7 | Ejet 190    | 98    |
| 4Z127  | Windhoek - Johannesburg       | 18:10     | 20:10   | 1 2 3 4 5 7   | Ejet 190    | 98    |
| <b>Mbombela (Nelspruit) - Livingstone - Mbombela (Nelspruit)</b> |                               |           |         |               |             |       |
| 4Z470  | Mbombela - Livingstone        | 11:35     | 13:30   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| 4Z471  | Livingstone - Mbombela        | 14:00     | 15:40   | 1 2 3 4 5 6 7 | Embraer 135 | 37    |
| <b>Mbombela (Nelspruit) - Vilanculos - Johannesburg</b>          |                               |           |         |               |             |       |
| 4Z258  | Mbombela - Vilanculos         | 11:50     | 13:00   | 1 3 5 7       | Embraer 135 | 37    |
| 4Z263  | Vilanculos - Johannesburg     | 13:30     | 15:15   | 1 3 5 7       | Embraer 135 | 37    |

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# LODGE LINK NETWORK PROGRAMME

| FLIGHT   | ROUTE  | DEPARTURE | ARRIVAL | FREQUENCY     | CONNECTING FLIGHT OPTIONS                                |   |  |                                  |  |
|--|--|-----------|---------|---------------|--|---|--|----------------------------------|--|
|  |  |           |         |               | Flight number  | Routing   | Departs  | Arrives                          |  |
| <b>Arathusa lodge strip (ASS) servicing: Arathusa, Cheetah Plains, Chitwa Chitwa, Djuma Vuyatela, Elephant Plains, Nkoho, Simbambili</b> |  |           |         |               |  |   |  |                                  |  |
| <b>Flights FROM Arathusa TO:</b>   |  |           |         |               |  |   |  |                                  |  |
| 4Z 946   | Arathusa to Nelspruit KMIA                           | 10:40     | 11:15   | 1 2 3 4 5 6 7 | 4Z 470<br>4Z 258<br>4Z 842<br>4Z 664                     | Nelspruit to Livingstone on Tue, Thur, Sat<br>Nelspruit to Vilankulos on Mon, Fri<br>Nelspruit to Johannesburg<br>Nelspruit to Cape Town  | 11:40<br>11:50<br>12:40<br>13:15                   |                                  |  |
| <b>Flights TO Arathusa FROM:</b>   |  |           |         |               |  |   |  |                                  |  |
| 4Z 947   | Nelspruit KMIA to Arathusa via LDZ                   | 13:45     | 14:35   | 1 2 3 4 5 6 7 | 4Z 841<br>4Z 663   | Johannesburg to Nelspruit<br>Cape Town to Nelspruit arriving  |  | 12:15<br>12:40                   |  |
| <b>Flights FROM Londolozi (LDZ) TO:</b>  |  |           |         |               |  |   |  |                                  |  |
| 4Z 946   | Londolozi to Nelspruit via Arathusa                  | 10:20     | 11:15   | 1 2 3 4 5 6 7 | 4Z 470<br>4Z 258<br>4Z 842<br>4Z 664                     | Nelspruit to Livingstone on Tue, Thur, Sat<br>Nelspruit to Vilankulos on Mon, Fri<br>Nelspruit to Johannesburg<br>Nelspruit to Cape Town  | 11:40<br>11:50<br>12:40<br>13:15                   |                                  |  |
| <b>Flights TO Londolozi FROM:</b>  |  |           |         |               |  |   |  |                                  |  |
| 4Z 947   | Nelspruit KMIA to Londolozi                          | 13:45     | 14:15   | 1 2 3 4 5 6 7 | 4Z 841<br>4Z 663   | Johannesburg to Nelspruit<br>Cape Town to Nelspruit arriving  |  | 12:15<br>12:40                   |  |
| <b>Flights FROM Skukuza Airport (SZK) TO :</b>   |  |           |         |               |  |   |  |                                  |  |
| 4Z 946   | Skukuza to Nelspruit KMIA via Londolozi and Arathusa | 09:55     | 11:15   | 1 2 3 4 5 6 7 | 4Z 470<br>4Z 258<br>4Z 842<br>4Z 664                     | Nelspruit to Livingstone on Tue, Thur, Sat<br>Nelspruit to Vilankulos on Mon, Fri<br>Nelspruit to Johannesburg<br>Nelspruit to Cape Town  | 11:40<br>11:50<br>12:40<br>13:15                   |                                  |  |
| <b>Flights FROM Phinda (PZL) TO :</b>  |  |           |         |               |  |   |  |                                  |  |
| 4Z 960   | Phinda to Nelspruit KMIA                             | 10:00     | 11:15   | 1 2 3 4 5 6 7 | 4Z 470<br>4Z 258<br>4Z 842<br>4Z 664<br>4Z 943<br>4z 943 | Nelspruit to Livingstone on Tue, Thur, Sat<br>Nelspruit to Vilankulos on Mon, Fri<br>Nelspruit to Johannesburg<br>Nelspruit to Cape Town<br>Nelspruit to Londolozi<br>Nelspruit to Arathusa via Londolozi | 11:40<br>11:50<br>12:40<br>13:15<br>13:45<br>13:45 |                                  |  |
| <b>Flights TO Phinda FROM :</b>  |  |           |         |               |  |   |  |                                  |  |
| 4Z 961   | Nelspruit to Phinda                                  | 13:25     | 14:40   | 1 2 3 4 5 6 7 | 4Z 841<br>4Z 663<br>4Z 942<br>4Z 942                     | Johannesburg to Nelspruit<br>Cape Town to Nelspruit arriving<br>Arathusa to Nelspruit<br>Londolozi to Nelspruit   |  | 12:15<br>12:40<br>10:25<br>10:25 |  |

Applicable fare rules apply. 20kg checked baggage, soft bag only. 7kg hand baggage, soft bag only. Free luggage storage facilities available at Skukuza Airport and Nelspruit KMIA. These exclusive services are restricted to applicable lodges and their guests.

**EXCESS BAGGAGE AND SPORTING EQUIPMENT:** Refer to [www.flyairlink.com](http://www.flyairlink.com) Important information & Conditions of Carriage Clause 10 Baggage 10.3 Whilst every effort has been made to ensure accuracy of content of the published timetable, both operational and strategic issues cause timetable changes. Due to the forward lead time required for publication, these often cannot be duly reflected. Should this occur, Airlink and its agents are not responsible for any errors, omissions, losses or detriments arising from the publication.



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Current



New

## Current and new livery

For now, Airlink can be recognised by both its current and its new livery as all their 50 aircraft in the fleet are repainted over the upcoming months. When you spot the new Airlink tail, share your image and tag #FlyAirlink.



# sudoku

Try the addictive game of sudoku. The aim is to fill each block with a number from 1 to 9. Each number must not appear more than once in each row, column and square.

If you can't finish this puzzle during your flight, please take this free copy of *Skyways* with you. The cabin attendant will make sure that the next passengers get their own magazine, with a clean sudoku for them to puzzle over!

easy

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
| 1 |   |   |   |   |   |   |   | 4 |
| 6 |   | 7 |   | 2 | 4 |   | 9 |   |
|   | 4 | 8 |   | 5 |   | 2 |   |   |
| 9 | 8 | 3 |   |   | 2 | 4 | 6 |   |
|   | 2 | 4 |   |   |   | 7 | 1 |   |
|   | 6 | 1 | 5 |   |   | 3 | 8 | 2 |
|   |   | 9 |   | 8 |   | 5 | 4 |   |
|   | 1 |   | 2 | 6 |   | 9 |   | 8 |
| 8 |   |   |   |   |   |   |   | 7 |

medium

|   |   |   |   |  |   |   |   |   |
|---|---|---|---|--|---|---|---|---|
| 7 |   | 2 |   |  |   |   | 5 |   |
|   | 3 | 1 |   |  |   |   |   | 6 |
|   |   |   | 8 |  |   | 7 |   | 4 |
|   |   |   | 2 |  |   |   | 7 |   |
| 6 |   |   |   |  |   |   |   | 9 |
|   | 9 |   |   |  | 7 |   |   |   |
| 2 |   | 3 |   |  | 1 |   |   |   |
| 1 |   |   |   |  |   | 4 | 9 |   |
|   | 4 |   |   |  |   | 6 |   | 3 |

# battleship

Battleships is a solitaire version of the classic strategy game in which you must locate and sink a hidden fleet.

The numbers indicate the number of squares in each row/column that contain a ship or ship segment. Clues may indicate water, specific ships, or parts of ships.

Circles indicate submarines (one-square ships). Semicircles indicate ends of larger ships. Large squares indicate ship middles. Diamonds are unspecified ship pieces. The complete list of ships is shown on the right side of the puzzle. No ship may touch another ship, even diagonally.

Puzzles supplied by Krazydad, www.krazydad.com

Easy

|   |   |   |   |   |   |   |   |   |  |
|---|---|---|---|---|---|---|---|---|--|
|   | 4 | 3 | 2 | 1 | 0 | 5 | 1 | 3 |  |
| 5 |   |   | ⊞ |   |   |   |   |   |  |
| 0 |   |   |   |   |   |   |   |   |  |
| 3 |   |   |   |   |   |   |   |   |  |
| 2 |   |   |   |   |   |   |   |   |  |
| 3 |   |   | ⊞ |   |   |   |   |   |  |
| 2 |   |   |   |   |   |   |   |   |  |
| 1 |   |   |   |   |   | ⊞ |   |   |  |
| 3 |   |   | ⊞ |   |   |   |   |   |  |

Medium

|   |  |   |   |   |   |   |   |   |   |  |
|---|--|---|---|---|---|---|---|---|---|--|
|   |  | 2 | 3 | 2 | 3 | 2 | 2 | 4 | 1 |  |
| 3 |  | ⊞ |   |   |   |   |   |   |   |  |
| 1 |  |   |   |   |   |   |   |   |   |  |
| 4 |  |   |   |   |   |   |   |   |   |  |
| 1 |  |   |   |   |   |   |   |   |   |  |
| 2 |  |   |   |   |   |   |   | ⊞ |   |  |
| 4 |  |   |   |   |   | ⊞ |   |   |   |  |
| 0 |  |   |   |   |   |   |   |   |   |  |
| 4 |  |   |   |   |   | ⊞ |   |   | ⬠ |  |



# Jackfruit burger with BBQ sauce

Interesting idea for no-meat braai

## Method

### For the BBQ jackfruit:

1. Rinse the jackfruit and let it drain. Cut the onion into thin slices and the garlic into fine cubes.
2. In a pan, add the oil, jackfruit, onion and garlic, and fry over medium-high heat for a few minutes. Mix in the BBQ sauce and then let it simmer.
3. In the meantime, roughly tear apart the jackfruit pieces using a fork and season with salt and pepper.

## Method

### For serving the burgers:

1. Cut the tomatoes into thin slices.
2. Wash the lettuce and divide the salad leaves.
3. Wash the red cabbage and cut into fine shreds.
4. Cut the avocado into thin slices.
5. Toast the burger buns, cut in half, and spread a tablespoon of hummus on each side.
6. Add the salad, tomatoes, and cabbage to the bottom halves of the buns, then add the BBQ jackfruit and top with the avocado slices.
7. Add the top bun and serve.

Text and photography | **Supplied**

These recipes first appeared in the book *10 Plant-Based Recipes For The Perfect Braai*. To download the e-book, go to <https://proveg.com/za/plant-based-braai-recipes-ebook/>

## Ingredients

### For the BBQ jackfruit:

- 2 x 400ml cans jackfruit in brine
- 1 red onion
- 1 garlic clove
- 2 tbsp rapeseed oil
- 150ml BBQ sauce (page 20 of the recipe book)
- salt, to taste
- white pepper, to taste

### For serving the burgers:

- 2 tomatoes
- ¼ lettuce salad
- ⅓ red cabbage
- 1 ripe avocado
- 4 burger buns
- 8 tbsp hummus

5

The number of villages called 'A' in Norway.

48,000km

The length of the Pan-American Highway, which runs from Canada to South Africa.



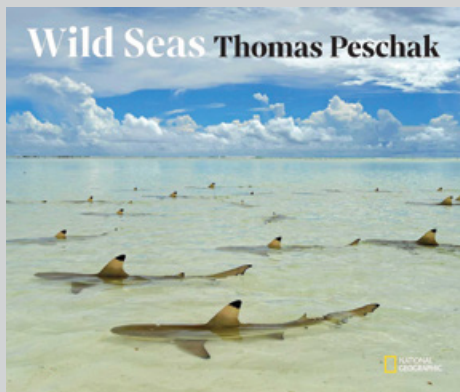
# Media

This issue: Oceans, agents, procedures and pilots

## Wild Seas by Thomas Peschak

Marine biologist-turned-'conservation photographer', South African Thomas Peschak is a man whose passion for his subject – the ocean and all the creatures that inhabit it – is brilliantly communicated in this large-format hardcover coffee table book. As a professional photographer, you'd expect Peschak's pictures to be great, and they truly are, with innovative angles and techniques helping to make flipping over to each new spread exciting.

But there is much more to the appeal of the book than that, and

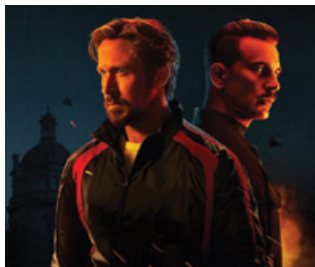


it ties into some of what gives the photographs an extra edge. Peschak is so incredibly committed to what he does – raising the profile of species or areas that

face extinction or are in danger of being damaged or decimated by human action, and using his craft and talent to do so – that it is impossible not to get caught up in his enthusiasm and profound care for the creatures and

habitats involved. He will undertake astonishing and often perilous journeys to desperately remote locations, and then insert himself into precarious underwater

situations so that his lens offers the most exhilarating possible angles. And in his descriptions of these places and wildlife, he manages to sound at once sensible, concerned, gently radical and intelligently forward-looking. *Wild Seas* thus avoids being just superficially pretty, or one-dimensional, in terms of its messaging. It is a book that will make you both profoundly grateful for the sea and what it offers, and intensely worried and sad about what is happening to the world's oceans thanks to actions of humankind – while providing useful context and balanced perspectives.



## The Gray Man (16LV)

There is not a lot that is new or fresh in this Netflix action film, but the elements that it repeats – the thrill of secret agent derring-do and the crazy action sequences of the better examples of that genre (think the Jason Bourne or stronger Bond movies) – are well handled. It also features a cast that is immediately recognisable, but not necessarily to type.

Ryan Gosling has long moved past his doe-eyed *The Notebook* stage, but he's still unexpectedly convincing as an unkillable agent, and nice guy Chris Evans clearly loves being a particularly nasty villain. It's not layered, but it is entertaining.



## Bloodlands (16)

Series One of Britbox drama *Bloodlands* takes a serious, thoughtful route through a foundational theme that still resonates – the conflict between England and Northern Ireland known as the Troubles. James Nesbitt, an actor with a wonderfully consistent record of excellence, is a Belfast detective whose professional and personal lives mesh when he takes on a new case.

The pace of each episode is slow and considered – unlike most police procedural dramas, particularly American productions – but if you are willing to focus, you will appreciate the quality of both the writing and the performances.



## Ray Donovan – The Movie (16LV)

Over seven series, *Ray Donovan* saw Liev Schreiber make the eponymous character a worryingly charismatic fixer for hire – cleaning up the mess created by criminals and other deeply nasty people in order to keep them out of jail. At the end of all of that, with several threads of the complex, multi-faceted story left unfinished, the TV show was cancelled.

This Showmax film does a good job of allowing the character to take care of a number of concerns that had dogged him – and viewers – for years. It's a feature-length film, but it plays like a long episode of the TV show, matching its look and tone.



## Demystifying by Kine A Paulsen

Becoming a pilot is one of those goals that sounds like a stretch too far for most people, in terms of the commitment needed and the perceived intensity of the job. Kine Paulsen's book, as its punny title suggests, takes some of the seriousness out of the equation, exploring the passion for and fascination with flight that drives those in the profession.

She deals with what she feels as a pilot, as well as what's involved on the training and technical side, and all of this is done using language that makes her writing easy to read and relatable.

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# A LAB TO LIVE BY

*CERN continues to be a hotspot for scientific discovery*

TEXT: CERI PERKINS

## WHAT IS CERN AND WHAT DOES IT DO?

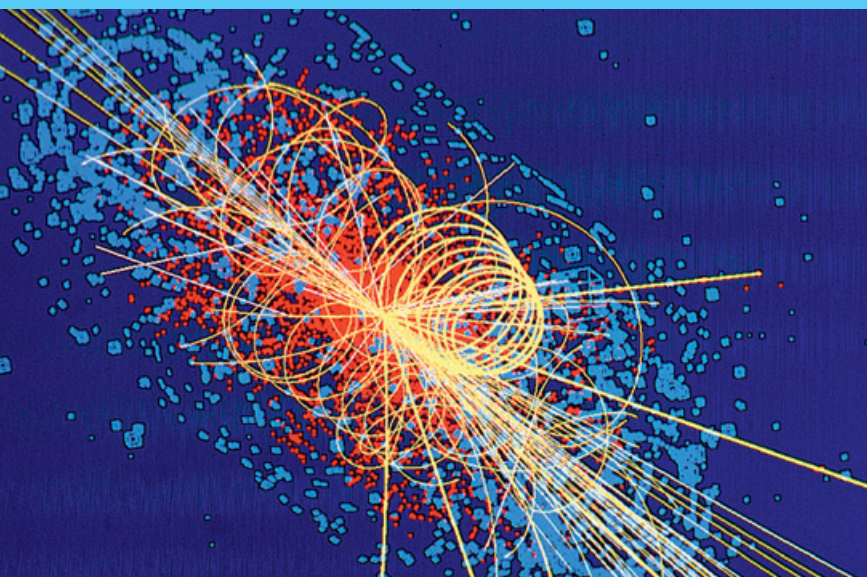
The European Organization for Nuclear Research – known by its French acronym, CERN – is the largest particle physics laboratory in the world. Located just outside of Geneva, Switzerland, it was established in 1954, as one of post-war Europe's first joint ventures, with the express aim of halting the 'brain drain' of talented scientists leaving the continent for America.

Today, more than 10,000 scientists hailing from more than 100 countries find themselves at CERN each year to use its facilities, which include some of the biggest and most complex scientific instruments ever created. Their goal: figure out what the universe is made of and the laws of physics that dictate its behaviour.



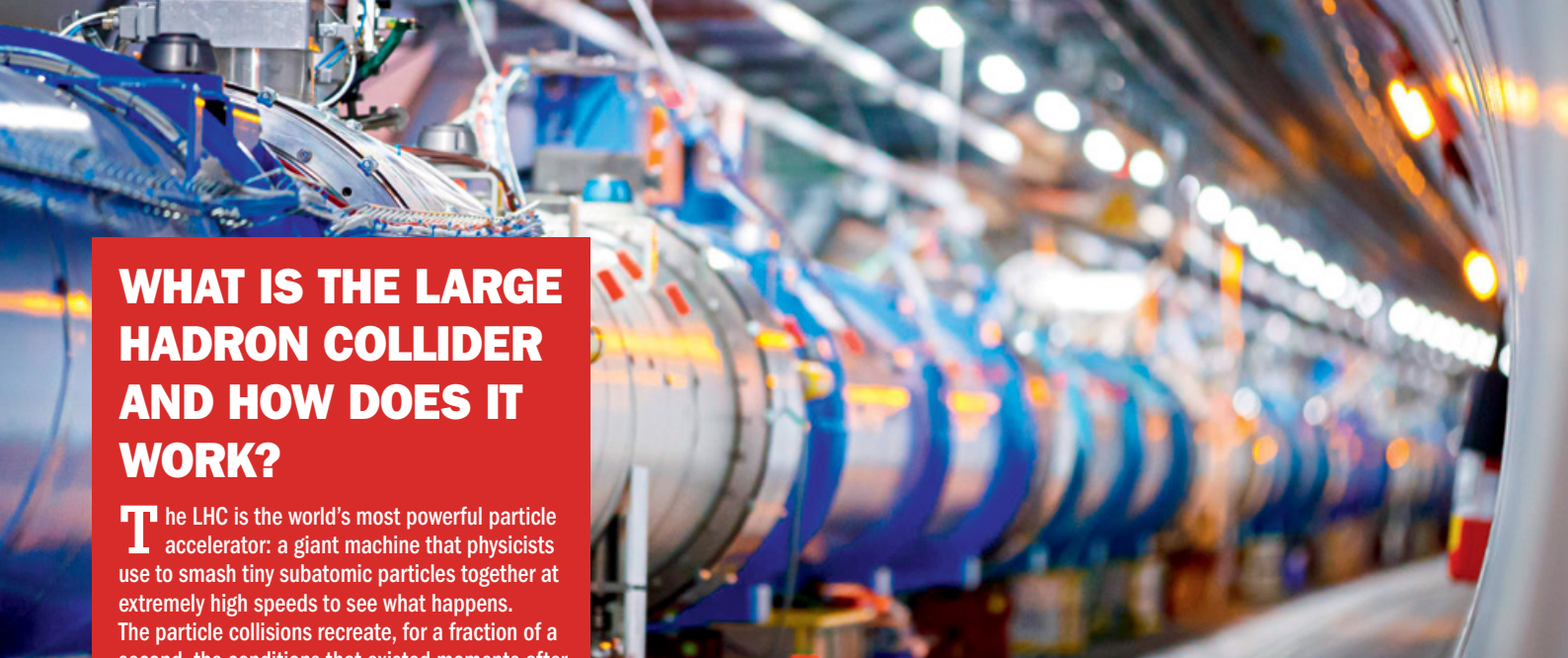
This article appears in Very Interesting Issue 67. On sale now at a retailer near you.

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## WHAT DISCOVERIES HAVE BEEN MADE THERE?

Highlights include the 1983 discovery of a pair of elementary particles called the W and Z bosons, which was later awarded the Nobel Prize for Physics. British computer scientist Tim Berners-Lee helped invent the World Wide Web at CERN in 1989 by developing a way for computers to talk to each other, called hypertext transfer protocol (HTTP). In 1995, CERN scientists were the first to create atoms of hydrogen's antimatter counterpart, antihydrogen. In 2000, they discovered a new state of matter: a hot, dense, particle soup called quark-gluon plasma. And the Higgs boson was observed for the first time in 2012 at CERN's Large Hadron Collider (LHC), scooping its discoverers a Nobel Prize.



## WHAT IS THE LARGE HADRON COLLIDER AND HOW DOES IT WORK?

**T**he LHC is the world's most powerful particle accelerator: a giant machine that physicists use to smash tiny subatomic particles together at extremely high speeds to see what happens. The particle collisions recreate, for a fraction of a second, the conditions that existed moments after the Big Bang, when the universe was born. By studying the debris of these collisions, physicists try to settle mysteries such as what matter is made of and how particles get their mass. The LHC, which was completed in 2008, was built primarily to put the Standard Model of particle physics to the test. This wildly successful theory from the 1970s describes the interactions between the 17 elementary particles and three of the four fundamental forces of the universe: electromagnetism, the strong nuclear force and the weak nuclear force (gravity is the fourth). The Standard Model long-predicted the existence of a never-before-seen elementary particle called the Higgs boson. After four decades of searching, in July 2012, physicists finally found it using the LHC. The discovery was a big win for fans of the Standard Model, but the theory is incomplete. It leaves many questions open, such as what is dark matter, and why does the universe contain more matter than antimatter, which the LHC may help answer.

The machine is buried deep underneath the France-Switzerland border near Geneva, in a circular tunnel nearly 27km long. It uses more than 1,000 35-tonne superconducting dipole magnets (cooled to a temperature of  $-271.3^{\circ}\text{C}$  – colder than outer space!), to guide two beams of particles (usually protons) in opposite directions around the ring. The protons race around the 27km ring at almost the speed of light, completing over 11,000 laps per second.

At four points around the ring, the two opposing beams are steered so that they cross paths. Where the beams intersect, the protons within them slam into one another and shatter into smaller particles. Most of the particles produced in the collisions are highly unstable and decay into more stable forms almost instantly. Seven enormous detectors – think of them as cathedral-sized digital cameras – are built around the four collision zones to capture data about these incredibly rare particles as they blaze briefly into existence.

## WHY WAS THE LHC TURNED OFF AND WHEN WILL IT BE UP AND RUNNING AGAIN?

**T**he LHC was switched on in September 2008, with a plan to run for at least two decades. The plan includes a handful of long shutdowns

where the machine is turned off so that scientists can access the equipment, perform repairs and make upgrades that allow it to operate at higher energy levels, which means more potential discoveries, during the following run. Right now, the LHC is nearing the end of its second long shutdown, which began at the start of 2019, according to Dr Monica Dunford, the physicist responsible for coordinating research on the Standard Model at the ATLAS Experiment (one of the two international collaborations credited with discovering the Higgs).

## WHAT DOES THE FUTURE HOLD?

**“W**ith this next run, we're expecting to get roughly double the total luminosity that we had by the end of Run 2,” says Dunford. Luminosity is how physicists describe the intensity of the particle beams. Doubling the luminosity doubles the likelihood of particles colliding. Last summer, ATLAS announced the first-ever observation of three W bosons being produced simultaneously, from a data set taken between 2015 and 2018. Compared to creating a Higgs boson, ‘triple W’ production is about 60 times less likely to happen during proton collisions.

“It's so rare a process that it makes us confident that maybe even in Run 3 we could possibly measure Higgs self-coupling,” says Dunford. A Higgs coupled to two others – a ‘trilinear Higgs’ – is about 2,000 times less likely than a regular Higgs.

Things could really start to get exciting after the next long shutdown, currently slated for 2026-2028. During that time, the LHC will be upgraded so heavily that it warrants a new name: the High-Luminosity LHC (HL-LHC). Over 20-plus years of operating, the machine will work up to generating luminosities nearly 30 times greater than those produced to date, allowing physicists to push the Standard Model to its limits.

And the search for new physics doesn't end there. A proposed new collider – the Future Circular Collider (FCC) – would dwarf the LHC. “It's really just a concept right now, but ultimately this would be an even more powerful collider that would be 100km around,” says Dunford. “The LHC ring would basically just be the booster ring for the FCC!” ■

[VI@panorama.co.za](mailto:VI@panorama.co.za)

**Ceri Perkins is a science journalist and spent several years as the science writer and editor at CERN.**

1,013m

The length of the swimming pool at Chile's San Alfonso del Mar Resort.

-51°C

The average temperature outside an aircraft on a normal flight.



# Did you know?

Test your general knowledge with this month's quiz

- During the late 2000s, shipping vessels off the east coast of Africa were repeatedly robbed and hijacked by 'pirates' from which nation?
- In 1999, Manchester United sealed a historic treble after a last-minute winner against which German side in the final of the UEFA Champions League?
- Which Latin phrase is used to mean 'something for something'?
- Which king died in Babylon in 323 BCE at the age of only 32, after conquering the vast majority of the known world?
- Which large country has the largest area of forest in the world, extending to over eight million square kilometres?
- Which network of German highways famously has no speed limits for most classes of vehicle?
- Which male artist narrowly defeated Gareth Gates to win the first series of *Pop Idol UK*?
- Which double Oscar-winning actor voices the cowboy Woody in the animated *Toy Story* series?
- Which pop band helped Sweden to its first-ever victory at the Eurovision song contest, in 1974?
- In October 1813, which leader was decisively defeated for the first time at the Battle of Leipzig, in modern-day Germany?

Clue to question 22.



## Get the answer

Solutions to sudoku and battleship. Puzzles on page 74.

### Sudoku

Easy

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
| 1 | 9 | 2 | 8 | 7 | 3 | 6 | 5 | 4 |
| 6 | 5 | 7 | 1 | 2 | 4 | 8 | 9 | 3 |
| 3 | 4 | 8 | 9 | 5 | 6 | 2 | 7 | 1 |
| 9 | 8 | 3 | 7 | 1 | 2 | 4 | 6 | 5 |
| 5 | 2 | 4 | 6 | 3 | 8 | 7 | 1 | 9 |
| 7 | 6 | 1 | 5 | 4 | 9 | 3 | 8 | 2 |
| 2 | 7 | 9 | 3 | 8 | 1 | 5 | 4 | 6 |
| 4 | 1 | 5 | 2 | 6 | 7 | 9 | 3 | 8 |
| 8 | 3 | 6 | 4 | 9 | 5 | 1 | 2 | 7 |

Medium

|   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|
| 7 | 8 | 2 | 6 | 3 | 4 | 9 | 5 | 1 |
| 4 | 3 | 1 | 9 | 7 | 5 | 8 | 2 | 6 |
| 9 | 5 | 6 | 8 | 1 | 2 | 7 | 3 | 4 |
| 8 | 1 | 4 | 2 | 6 | 9 | 3 | 7 | 5 |
| 6 | 2 | 7 | 5 | 8 | 3 | 1 | 4 | 9 |
| 3 | 9 | 5 | 1 | 4 | 7 | 2 | 6 | 8 |
| 2 | 6 | 3 | 4 | 9 | 1 | 5 | 8 | 7 |
| 1 | 7 | 8 | 3 | 5 | 6 | 4 | 9 | 2 |
| 5 | 4 | 9 | 7 | 2 | 8 | 6 | 1 | 3 |

### Battleship

Easy

|   |   |   |   |   |  |   |   |   |
|---|---|---|---|---|--|---|---|---|
| ● | ● |   |   |   |  | ● | ● | ● |
|   | ● | ● |   |   |  |   |   |   |
|   |   |   |   |   |  |   |   | ● |
| ● |   |   | ● | ● |  |   |   |   |
|   |   |   |   |   |  | ● | ● |   |
| ● | ● |   |   |   |  |   |   | ● |

Medium

|   |   |   |   |  |  |   |   |   |
|---|---|---|---|--|--|---|---|---|
| ● |   | ● | ● |  |  |   |   |   |
|   |   |   |   |  |  |   |   |   |
|   | ● | ● | ● |  |  |   |   |   |
| ● | ● |   |   |  |  |   |   |   |
|   |   |   |   |  |  | ● | ● |   |
|   |   |   |   |  |  |   |   | ● |



# 1,156,627

The number of wooden pilings on which Venice's Santa Maria della Salute church has rested for 300 years!

# 10,000

The number of beaches in Australia.

11. Who was the first woman to receive a Nobel Prize, and to date is the only to receive a Nobel Prize in two different sciences?
12. Romansch is the fourth national language of which small European nation in the Alps?
13. Which mountain is the second largest in Africa, after Mt Kilimanjaro?
14. Francisco Pizarro was a conquistador associated with the Spanish conquest of which South American empire?
15. Which famous basketball player temporarily retired in 1993 to pursue a career in baseball, before returning to his team, the Chicago Bulls, in March 1995?
16. For her role in 2004's *The Aviator*, Cate Blanchett became the first person to win an Academy Award for portraying another Academy Award winner. Which four-time Best Actress Oscar winner did she play?
17. The 2002 FIFA World Cup was hosted by Japan and which other country, which reached the semi-final?
18. Which year of the 20th Century saw both the Suez Crisis and the Hungarian Revolution against the USSR?
19. Who was the Greek equivalent of the Roman messenger god Mercury?
20. In August 2017, which Brazilian footballer broke the all-time transfer record, when he moved from Barcelona to PSG for a reported R4 billion?
21. Along with Vietnam, China, Cuba and North Korea, which country has a governing Communist party?

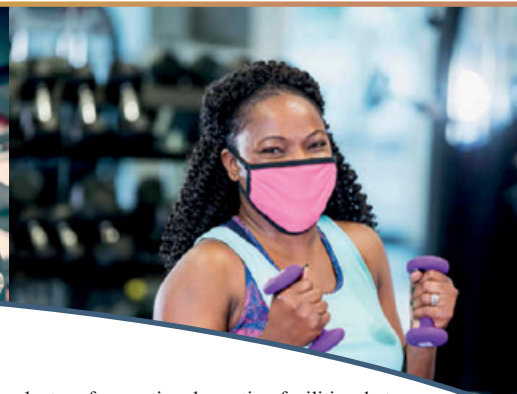
22. Which 1971 Don McLean song was reportedly written in honour of Buddy Holly, Ritchie Valens and 'Big Bopper' Richardson, who all perished in a 1959 plane crash?
23. The Roman province of Lusitania roughly corresponds to the area of which modern-day European nation?

24. Gelb translates to yellow in which widely spoken European language?
25. Which Trinidadian, playing against England in 2004, became the only cricketer to surpass 400 runs in a single innings?

Text | Courtesy of [www.businessballs.com](http://www.businessballs.com)



- Answers
1. Somalia
  2. Bayern Munich
  3. *Quid pro quo*
  4. Alexander The Great
  5. Russia
  6. Autobahn
  7. Will Young
  8. Tom Hanks
  9. ABBA
  10. Napoleon Bonaparte
  11. Marie Curie
  12. Switzerland
  13. Mt Kenya
  14. Incan Empire
  15. Michael Jordan
  16. Katharine Hepburn
  17. South Korea
  18. 1956
  19. Hermes
  20. Neymar
  21. Laos
  22. *American Pie*
  23. Portugal
  24. German
  25. Brian Lara



# Kalahari

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# Park and ride

If you're in the Kruger National Park, there are appropriate ways to act

**I think I might have scurvy.** It's day four in the Kruger and I am starting to fantasise about fruit and vegetables. I dreamt last night of freshly squeezed orange juice that I drank while eating a salad packed with ingredients available only at Woolworths. Only to wake up to yet another meat breakfast.

*For more information, go to [howardfeldman.co.za](http://howardfeldman.co.za).*

On a game drive, I found myself begging a kind-hearted woman a few seats away for a naartjie she had in her bag. She took pity on me and, although it was not easy for her to part with her last vestige of vitamin C, handed it to me, knowing in her heart that she was saving a life.

Recalling my Grade-5 knowledge of scurvy, I check my teeth to see if they are still secure in my gums. One molar might have shifted slightly. But it might be the amount of biltong consumed. It is impossible to say if I am losing hair, as that ship sailed a long time ago. I also am unable to google the other symptoms of scurvy, as the cellphone signal is so bad that the search returns with no information. Almost like Google doesn't have the heart to tell me how bad it is.

Fortunately, I managed to find a multivitamin in my toiletry bag. It had been there from the days of COVID, when having the vitamins in our possession helped with anxiety. Mercifully, we didn't need to take them back then, so I started a course last night in the hope that it is not too late. I took them along with my malaria tablets.

Apparently, the Kruger is a meat-only holiday, and all 'Kruger people' are aware of this. Other things 'Kruger people' know:

- It is imperative that you are one of the first cars at the gate when it opens: 5:30am or 6am.
- You need to spend a minimum of eight hours a day in the car.
- You'll suffer borderline depression if you haven't seen at least the Big Five by the time you skottel at 11am.
- You need to own a minimum of three pairs of binoculars.
- You have to be able to describe in detail, for no less than 30 minutes, a sighting that no one cares about.
- You have to have a disdain for fruit and vegetables for the time you are in the park.

It is also imperative that you're able to describe sightings in ways normal people will never understand. "We were on the H1-76 where it meets the X-64 towards Lower Sabie when, before Crocodile Hoedspruit meets the Jukskei and just over the second rise of the S-100, we saw a red nyala followed by a red-breasted bore." Other 'Kruger people' will nod and say, "I know exactly where that is."

I am loving it. It is now 5:34am and we are heading to the gate to be one of the first cars there before it opens.

Text | **Howard Feldman** Photography | **PACO COMO**

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#### OPERATIONS

MINROM adapts project management principles to operations and assists in unlocking value in mineral resource assets through on-site services.

### MINROM SPECIALISES IN EXPLORATION PROJECT DEPLOYMENT AND THE CONSTRUCTION OF 3D GEOLOGICAL MODELS AND COMPETENT PERSONS REPORTS

The computerised integration and visualisation of lithological, structural, geochemical or geophysical data (on and below the Earth's surface), facilitates the detailed understanding of the resource and ore characterisation as well as the impact of these value chain drivers on the project dynamics and outcomes.

### Why develop an integrated mineralisation and mineral asset model?

Integrated geological models are exceptionally powerful as they completely capture the essential characteristics of a mineral deposit.

### MINROM performs all aspects of modelling:

- Construction of 3D geological models (wireframing)
- Validating geological databases/models
- 3D interpretation of geological data
- Mineral resource estimation & mineral resource statements
- Ore characterisations
- Geotechnical information
- Resource evaluation
- All manipulation of 3D geological data

### THE MINROM DIFFERENCE

Global footprint | Maximum value | Expert advice | Zero harm

✉ [info@minrom.co.za](mailto:info@minrom.co.za)

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