



ANNUAL REPORT 2022

MISSION AVIATION FELLOWSHIP INTERNATIONAL



MAF INTERNATIONAL ANNUAL REPORT 2022



MAF delivers roofing iron to the church, South Sudan.
Credit: Jenny Davies

MAFI IN 2022

577 
STAFF

56 
AIRCRAFT

 536
DESTINATIONS

1,254 
ORGANISATIONS
SERVED

 17,362
HOURS FLOWN

3,410,511 
KM FLOWN

73,516 
PASSENGERS
TRANSPORTED

2,283,033 
KG
OF CARGO TRANSPORTED

412 
MEDICAL EVACUATION
FLIGHTS

MAF KEY FACTS

Mission Aviation Fellowship is a family of international Christian organisations whose purpose is to use light aircraft, and other technologies, to bring help and hope to people in some of the world's most isolated communities.

MAF International oversees programmes in Arnhem Land in Australia, Bangladesh, Chad, Kenya, Madagascar, Papua New Guinea, South Sudan, Tanzania, Timor-Leste and Uganda. We also operate in one restricted access nation, and in partnership with our sister organisation MAF-US, we have operations in Guinea and Liberia (see page 26). MAF-US and MAF Canada, along with various MAF affiliates, also run a number of programmes around the globe.

The life-changing work we enable would not be possible without the dedicated support – people, finances and prayer – provided by resourcing groups in Australia, Denmark, Finland, France, Germany, India, Italy, Malaysia, the Netherlands, New Zealand, Norway, the Philippines, Singapore, South Africa, Sweden, Switzerland, the UK, and our partners at MAF Canada and MAF-US.



P2-MAH flying in PNG.
Credit: Andy & Sharon Campbell

EVERY 5.5 MINUTES

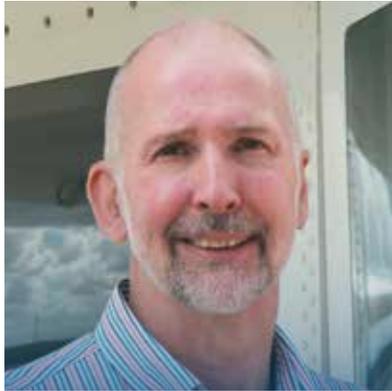
Every 5.5 minutes a MAF aircraft takes off or lands somewhere in the world transporting people who live in remote communities, and assisting missions, churches, aid and development agencies, and other groups to share the love of God.

VISION & MISSION

VISION: To see isolated people changed by the love of Christ

MISSION: Serving together to bring help, hope and healing through aviation. ✕

BOARD CHAIR MESSAGE



PETER CURTIS
Chairman

2022 saw the relaxation of Covid restrictions, enabling our staff to travel again and operations return to resembling close to pre-Covid times. This also allowed the board to meet in person after two and a half years of virtual meetings.

The contributions from our dedicated resourcing groups, donors and supporters allowed us to navigate a challenging financial environment by providing the material and physical resources needed to deliver our mission.

The fundraising efforts of our resourcing groups allowed the purchase of a Cessna 208 aircraft for both the Liberia and Arnhem Land programmes.

In June, the board joined in the celebrations for the official opening of two new hangars in Mareeba. The hangars provide a significant uplift in the facilities that we use to support the maintenance of aircraft in the Asia Pacific region.

It was with a mixture of sadness and celebration that the decision was made to close the Bangladesh programme after considering the needs of our partners and the changing state of transport in Bangladesh. Our two amphibious aircraft were ferried to Mareeba for maintenance with plans to re-deploy them to other locations in the future.

The dedication and commitment of our team continues to inspire, and we are grateful for their continued dedication to our mission. During 2022 the team created the Future Footprint Plan for the Papua New Guinea programme. The plan sets out the phased development of

infrastructure including bases and aircraft to support the ministry in Papua New Guinea through to 2050. It is expected that construction of new housing in Mount Hagan will commence in 2023.

With the continued support of our resourcing groups, donors and supporters we remain ready to respond to the needs of isolated people in the years to come. ✕

**“WE REMAIN
READY TO
RESPOND TO
THE NEEDS
OF ISOLATED
PEOPLE”**

**- Peter Curtis,
Board Chair**

CEO MESSAGE



DAVE FYOCK
CEO

The heart of any organisation is its people. I am so thankful for our staff who work around the globe to accomplish our mission and vision. Because of their willingness to faithfully serve in often difficult settings, our aviation services continue to bring help, hope and healing to remote and isolated communities providing a lifeline to the outside world.

In 2022, it was very good for our senior leadership to, once again, meet in person. We have been

blessed with quality leaders, many who joined our organisation during Covid. The ability to meet in person allowed us to strengthen our organisational culture while also seeking changes that will position us for the growth and impact we desire.

Our ministry impact team worked diligently to create a robust survey which will guide conversations with our customers allowing us to better understand the current impacts of our work, but also learn how we can

have greater impact by appropriately shaping our operations to reach areas which are currently underserved.

In April 2022, we celebrated our first operational flight in Guinea. However, the remainder of 2022 was filled with challenges that hindered our ability to provide regular air service. We are hopeful that in 2023 we will be able to build our flight operations and serve the many needs we see in this country.

This year we have embraced and embedded five marks of mission into our strategic thought (see page 9). As Christians we are motivated by God's great love for us, so we desire to share and teach that good news while we show compassion, seek justice and care for His creation.

The work we undertake to reach isolated communities only happens because of numerous people who give financially, pray faithfully and work tirelessly to provide the resources we need to accomplish our mission. In these pages you will see some of the impact that together we have had in 2022. ✕

**“AS
CHRISTIANS
WE ARE
MOTIVATED
BY GOD’S
GREAT LOVE
FOR US”**

**- Dave Fyock,
CEO**



WHERE WE WORKED



MAFI PROGRAMMES

- ARNHEM LAND
- BANGLADESH
- CHAD
- KENYA
- MADAGASCAR
- PAPUA NEW GUINEA
- SOUTH SUDAN
- TANZANIA
- TIMOR-LESTE
- UGANDA

PLUS ONE RESTRICTED ACCESS NATION

PROGRAMMES TOGETHER WITH MAF-US

- GUINEA
- LIBERIA

MAFI RESOURCING GROUPS

- AUSTRALIA
- DENMARK
- FINLAND
- FRANCE
- GERMANY
- INDIA
- ITALY
- MALAYSIA
- NETHERLANDS
- NEW ZEALAND
- NORWAY
- PHILIPPINES
- SINGAPORE
- SOUTH AFRICA
- SWEDEN
- SWITZERLAND
- UK

SISTER ORGANISATIONS

- CANADA
- US

OTHER MAF PROGRAMMES

- ANGOLA
- BRAZIL
- DEMOCRATIC REPUBLIC OF CONGO
- ECUADOR
- GUATEMALA
- HAITI
- INDONESIA
- LESOTHO
- MALI
- MEXICO
- MOZAMBIQUE
- SURINAME

PLUS THREE RESTRICTED ACCESS NATIONS



MAF'S MISSION MANDATE



“MY PRAYER IS THAT BECAUSE OF THIS MANDATE, WE GROW IN CONFIDENCE THAT OUR WORK TRULY POSITIONS US TO SEE OUR VISION FULFILLED”

- Dave Fyock, CEO

5X-SCO landing in Harper, Liberia.
Credit: Paula Alderblad

✈️ MAF'S MISSION MANDATE

In 2022, MAF officially created and adopted our mission mandate, designed to bring definition to our mission and purpose, and to balance our heart for evangelism with our heart for social justice and responsibility.

MAF's mission mandate starts with God's heart for mission - God's unconditional love for mankind, the church, society and all of creation. In 1984, the Anglican Consultative Council produced what is now known as the 'Five Marks of Mission'. It stated that the mission of the church is the mission of Christ:



5 MARKS OF MISSION

- 1** To proclaim the good news of the Kingdom
- 2** To teach, baptise and nurture new believers
- 3** To respond to human needs by loving service
- 4** To seek to transform unjust structures of society, to challenge violence of every kind and to pursue peace and reconciliation
- 5** To strive to safeguard the integrity of creation and to sustain the life of the earth

These five elements are all biblical, flowing out of the Great Commission as a declaration of God's missionary heart and love for all creation. Jesus loved people by revealing the good news of the kingdom to them. Jesus loved people by teaching and discipling them. Jesus loved people by having compassion on them. Jesus loved people by showing them mercy, advocating for them, and bringing justice. This is how God has taught us to do the same by loving and caring for all of creation.

MAF's mission mandate is to bring help, hope and healing by proclaiming the gospel, teaching and discipling, showing compassion, seeking justice, and by caring for creation. There are many ways this

can be, and is, accomplished through our corporate and personal activities as well as the activities of our partners.

To complete our mission, using aviation, all five elements of our mission mandate must be demonstrated in an integrated way. In defining this, we can be sure that throughout MAF we remain true to integral mission. ✈️



EVANGELISM & CHURCH



“WE ARE SO THANKFUL FOR ALL THAT MAF IS DOING TO HELP US TO REACH THESE WONDERFUL PEOPLE FOR JESUS CHRIST”

- David Graves, the Church of the Nazarene

David Graves arrives in Dusing, PNG. Credit: Mandy Glass

EVANGELISM & CHURCH

MAF flights are vital for the strengthening of local churches in isolated communities and sharing the gospel. Whether we're transporting local pastors and evangelists, building materials for churches, or bible college teachers, MAF is privileged to play a part in building God's kingdom across the world.

In November, MAF flew a delegation from the Church of Nazarene to Dusing, Papua New Guinea, to celebrate with the community and ordain six new pastors into the church. The church was packed,

is doing, we see tremendous potential for Him to bring about transformation, and that's really what our message is all about.”

David Graves, General Superintendent for the Church of the Nazarene, shares, “I had the privilege of being here, coming to a very remote mountain assembly - that would not have been possible without Mission Aviation Fellowship. We are so thankful for all that they are doing to help us to reach these wonderful people for Jesus Christ.”



Watching through the window in Dusing, PNG. Credit: Mandy Glass

with every window full of people looking in and many people outside listening. Regional Director, Mark Louw, says: “It's a great privilege to be able to serve these beautiful people through resourcing, equipping and educating them. If you look around here and just consider all that God

In Chad, MAF flew a group of missionaries from IBRA who work with radio, TV and social media to spread the message about Jesus. In recent years they have been working in collaboration with FM 91, a Christian radio station in N'Djamena. They were seeking better insight into the needs and how they could

CONTINUED+



Unloading the aircraft at Darjo, South Sudan. Credit: Jenny Davies



strengthen the outreach efforts in this remote area. "Travelling with MAF made our trip possible. We were flown by a very competent, pleasant and Jesus-loving pilot, Becki. We are thankful for her attitude and her servant heart."

In South Sudan, an indigenous team from Fruits Ministry flew with MAF to Darjo, a remote village where they are building a ministry. Mission Director, James Nyika, says: "I've been praying for these people for the last four years. I went to the Joshua Project to see where the unreached people groups are and found there is no evangelical activity among the people here. God kept them and now we are going to encourage them and show them that they are not forgotten by the Lord."

Nothing about this outreach is easy. The logistics are complicated, the communication is difficult and the area is insecure. The reality facing the missionaries is that, due to the wet season, it's unlikely that a plane will be able to land here for the next six months. During this time, the missionaries will rely on the community, their own resourcefulness and the prayers of their churches back home.

STATS

3,434 ✈️
FLIGHTS

240 🌐
DESTINATIONS

431 👥
ORGANISATIONS SERVED

5,574 🕒
HOURS FLOWN

9,591 👤
PASSENGERS FLOWN

William Peter first met people from Darjo when he was working as a missionary in Doro Maban. In June 2021, he made a trip there by foot. "I walked into Darjo from Doro. It was a long journey, four days of focused walking from 7am until 7pm. Sometimes we would find that a lion had been moving ahead and was just nearby." William is looking forward to returning with MAF, "I am excited to go back. I love them. I have a heart for them."

Prabhu Pothula also has a heart for the people he serves. MAF has been partnering closely with Pioneers in Arnhem Land for almost a decade. Prabhu, who came to Arnhem Land as a MAF pilot and now serves with Pioneers, has been discipling Yolngu men with a vision to encourage them so that they can disciple people in their own communities. One of these men, David, says, "I need someone like this man (Prabhu) here; I need help to get my people back to life... someone walking with me, anointed people to come and help."

Prabhu shares how MAF has been supporting him and his family in the remote community of Galiwin'ku (Elcho Island): "We get a lot of support from MAF. Flying makes it easier for us to get food."



Prabhu Pothula with his family and community leader, George, Arnhem Land. Credit: Stephanie Gidney

We can ask someone in town to get some shopping for us and then transport it on a MAF plane. It makes life more sustainable. Day to day living is easier for our family because of MAF." ✈️

SCAN HERE TO WATCH A VIDEO ABOUT THE ORDINATION OF SIX PASTORS AT DUSIN IN PAPUA NEW GUINEA!



▶ WATCH ON YOUTUBE



MEASURING IMPACT



“WITHOUT
MAF’S
ASSISTANCE,
A LOT OF
LIVES WOULD
HAVE BEEN
LOST”

- Survey
participant,
Liberia

📷 Landing in Tapeta, Liberia.
Credit: Paula Alderblad

MEASURING IMPACT

In 2022 MAF took steps towards measuring our impact, beginning with a comprehensive study of our programme in Liberia. The resulting Impact Report was the first of its kind to draw on comprehensive survey research of MAF customers, helping the organisation better understand what our flights achieve and how to develop strategies for future ministry activities.

KEY FINDINGS

68% of the survey participants indicated that MAF flights had a major impact on their organisation’s ability to conduct their activities throughout Liberia.

54% said MAF has a major impact in determining where their organisation is able to work.

32% (extremely important) and 41% (very important) state that MAF flights are important for future programming.

Research assistant Esmara Gaalswijk said MAF can utilise the assessment’s findings as part of its ministry planning. “Listening to our customers helps us make better decisions and be accountable to both our customers and donors.”

The report revealed that, based on customer input, MAF could further grow and expand its operations in Liberia as the only operator conducting this type of service. There also appears to be demand for more flights to other regions of the country.

MEAL (measurement, accountability, evaluation and learning) specialist Joy Mwikali said, “The good thing is that we did not hear of any negative impact of MAF’s work from those we engaged with, so we thank God for that.”



📷 5X-SCO in Liberia.
Credit: Paula Alderblad

Among the positive comments collected from survey participants were “without MAF’s assistance, a lot of lives would have been lost” and another saying MAF’s work was important to the growth of the church in Liberia.

The majority of MAF’s impact is in the regions of Maryland, Sinoe and Grand Gedeh which accounts for around 84% of passengers transported.

In 2023, MAF plans to conduct research in eight further programmes, whilst incorporating lessons learnt from this initial study. We are excited about what MAF can learn from these reports and how it can influence the organisation’s next steps. Joy said: “It’s just the beginning, it’s a start!” ✈️



MEDICAL & HEALTH



📷 Mother at Lesirwai medical clinic, Tanzania.
Credit: Eivind Lindtjorn

**“I NEVER
KNEW HOW
CHALLENGING
IT WAS FOR
MOTHERS LIVING
IN REMOTE
COMMUNITIES
TO SEEK PROPER
HELP AND
ASSISTANCE
DURING LABOUR”**

**- Simeon Tom,
MAF Technologies**

MEDICAL & HEALTH

Isolated communities often don't have reliable access to medical care. MAF flies medical professionals and equipment to the people who need it.

In September, a team of medical professionals from the Pentecostal Church Jönköping, Sweden, joined a two-week outreach led by missionaries Filip Lidstrom and Magdalena Waern to the Kapoeta State Hospital in South Sudan. The hospital offers a three-year training

variety of specialisms including gynaecology, emergency medicine and public health. They learned from practical demonstrations, drama and group sessions, as well as videos created for them by the team during the pandemic. "Since we were last here, the school has evolved a lot. There is hope and a future for the people of South Sudan," Magdalena shares. "To fly with MAF is safe and saves a lot of time and means we can plan to carry a lot of the cargo we need."



📷 Medical training, South Sudan.
Credit: Daniel Steen

course for aspiring nurses and midwives, but they didn't have any teachers or tutors. The Swedish team set to work sharing their professional knowledge. The students benefited from the skills and expertise of a

Childhood vaccinations provide an effective way to protect children from a range of infectious diseases. However, in remote Tanzanian villages, where there is no power to run a fridge for vaccine storage and the nearest hospital may be a gruelling two-and-a-half-hour drive in the dry season or impassable during the wet season, how do you provide this protection to local children?

CONTINUED➔



Childhood vaccinations, Tanzania. Credit: Jarkko Korhonen

“WE FEEL BLESSED TO HAVE AN ORGANISATION LIKE MAF THAT ENABLES US TO BRING EYE HEALTH SERVICES CLOSER TO THE PEOPLE”

- Catherine Jakaiti, Fred Hollows Foundation



Mobile clinics allow local women to bring their children for vaccinations and health check-ups. In partnership with the Same district hospital, the short 10-minute MAF flight to Lesirwai enables the nurses to deliver the vaccination doses from their insulated packaging that would otherwise be spoiled from a long road trip in 35-38°C heat. Country Director, Stewart Ayling, says: “One of the joys of serving with MAF in Tanzania is to see the partnerships that we have with local hospitals and churches in action. We each bring different gifts and abilities, but only by serving together can we bring help, hope and healing to the people of Lesirwai.”

MAF provides essential transport to eye specialists from the Fred Hollows Foundation (FHF) to access isolated communities in northern Kenya and treat people suffering from eye diseases and visual impairment.

During a week-long clinic in November, over 2,350 patients with different eye conditions received treatment, and over 300 underwent sight-restoring cataract surgeries. Catherine Jakaiti, the Programme Manager of FHF said “At the Foundation, we feel blessed to have an organisation like MAF that enables

STATS

3,450 ✈️
FLIGHTS

223
DESTINATIONS

180 👥
ORGANISATIONS SERVED

5,047
HOURS FLOWN

11,639
PASSENGERS FLOWN

us to bring eye health services closer to the people. This was believed to be an inaccessible county due to long distances.”

Physiotherapist, Ruan Swart, catches MAF’s regular flight from Gove to Elcho Island on a weekly basis for a two-day visit. For the past seven months he’s been working in Arnhem Land, Australia, primarily serving people with disabilities.

“A big one here is Machado-Joseph Disease. It’s passed on generation to generation and is like motor neurone disease. Patients will eventually pass away because of respiratory disorders; they’ll get a chest infection and can’t get better. The work is quite varied, but mental health cases are probably 50 to 70% of my caseload.”

Ruan works together with occupational therapists and support workers to create culturally appropriate rehabilitation programmes. “The indigenous people are very connected to their land, and they love going fishing, they love making a fire on the beach. Because of the mental health conditions, they’re not doing that, so if we get them out then it helps them feel a lot better and more connected to their culture and to their land again. Because MAF is more affordable and more



Physiotherapist, Ruan Swart, Arnhem Land. Credit: Stephanie Gidney

accessible, it means people can have more access to other services they need.”

87% of the population of Papua New Guinea live off the grid without electricity. MAF Technologies’ project, Mama Waiting Huts, has provided healthcare workers and mothers with a reliable solar powered light source to better assist and monitor pregnant mothers in 15 locations. “I never knew how challenging it was for mothers living in the remote community to seek proper help and assistance during labour and how much of an impact solar power would have on the health workers, the mothers and

their unborn child until I myself did the installation for the Mama’s Waiting Hut lighting project.” MAF Technologies technician, Simeon Tom said.

During the installation, a letter of gratitude was written from the Nupuru Health Centre, “Thank you for the solar light kit we received today under the Mama’s Waiting Hut lighting project. You have met our difficulty with light during the night when we have labour patients. We just lost a mother last month partially due to the difficulty with lighting. Once again, thank you very much.” ✂️



BANGLADESH PROGRAMME CLOSES



“FOR EVERY HOUR SAVED, A PERSON’S LIFE IS SAVED. IF MAF HADN’T BEEN THERE, TWO DAYS WOULD HAVE BEEN WASTED. MAF UNDERSTOOD.”

**- Runa Khan,
Friendship Hospitals**

Arriving in Barguna, Bangladesh (2009).
Credit: Richard Hanson



BANGLADESH PROGRAMME CLOSES

Following 25 years of service, in 2022 MAF’s programme in Bangladesh closed. Significant infrastructure development including the opening of Padma Bridge has revolutionised transport links leading to less reliance on MAF.

Dave Fyock, MAF International’s CEO, reflects on the end of an era: “We celebrate with the people of Bangladesh the progress that has been made and are glad for the dramatic difference that the Padma Bridge will make to the southern region.

“MAF values the wise use of resources and seeks to balance the benefits of investment with the costs involved. Following a review of the Bangladesh programme in late 2021, we concluded that, in conjunction with the improved transport infrastructure, there was insufficient demand for MAF in the country.

“MAF’s priorities are shaped by the greatest impact on isolated communities. Closure of the Bangladesh programme will release resources to invest in new opportunities where we can make a difference.” In the 1980s MAF was invited by the Bangladesh Flying

Academy to assist in operating two amphibious aircraft for medevacs. It became clear that a small aircraft charter service could support and develop remote communities, giving thousands of isolated people access to lifesaving help.

Registering as an international NGO in 1995, MAF Bangladesh was issued with an Air Transport Operating Licence in 1997 and began operating the only floatplane service in the country.

Bangladesh is home to almost 5,000 miles of rivers which cover more than a third of the country’s surface area. In the absence of a good national road network, MAF provided invaluable services flying over and landing on a myriad of waterways.

Journeys that previously took one or two days by land and river, only took MAF an hour by air. Reaching people in a fraction of the time transformed and saved lives.



Children in Bhola, Bangladesh (2014).
Credit: LuAnne Cadd

“WE HAVE MUCH TO CELEBRATE AND THANK GOD FOR AS WE REFLECT ON THE IMPACT OF 25 YEARS’ SERVICE IN BANGLADESH”

**- Stephen Charlesworth,
Regional Director Asia Pacific**

Over the years, MAF employed and trained many national staff, seeing aircraft maintenance engineers, managers, logistics and administrative professionals flourish with specialist skills.

We are grateful for the impact that MAF has had in Bangladesh and look forward to new opportunities to reach other isolated communities.

MAF officially ceased operating in Bangladesh on 1 August 2022. ✂



EDUCATION



Children from the ESORM supported school, Liberia.
Credit: ESORM

“I’VE NEVER BEEN UP TO MY SCHOOL BECAUSE WE COULDN’T MAKE IT UP HERE”

- Terri Enright, ESORM, Liberia

EDUCATION

For many, education provides a route out of poverty. But if you live somewhere so isolated that teachers can’t travel to you and schools can’t receive equipment, then the obstacles are that much greater. MAF provides a way.

In March this year, MAF in Liberia flew staff from Evangelical Soul Rescue Mission (ESORM) from Tapeta to Zwedru to visit one of their schools. The charity supports three schools in Zwedru, Ganta, and Monrovia.

During their visit to Liberia, the team brought 23kg of children’s books and taught literacy strategies to the teachers at New Hope Christian Academy. “We taught critical thinking using these books over five days, modelling in the classroom, then discussion and learning. They were totally amazed at this concept. We also used children’s bibles to demonstrate reading and teaching bible stories.”



The ESORM team, Liberia.
Credit: ESORM

“It’s a day and a half drive on rollercoaster roads!” Executive Director, Terri Enright says. “I’ve never been up to my school because we couldn’t make it up here. We’re so appreciative of MAF because we would not otherwise have been able to come.”

In Arnhem Land, Tamara Burrell works for the Arnhem Education Office. She describes driving from Nhulunbuy to Ramingini, a route that can take 16 hours to drive: “They call that road the Goat Track because you’ve got to be like a mountain goat. It is like driving along a riverbed - literally driving over rocks. We had no internet reception, no phone reception, and no one passed us for four hours - not another human

CONTINUED➔



ESORM teacher training, Liberia. Credit: ESORM



Children supported by We See Hope, Uganda. Credit: Sheila Keningo



being, right out in the middle of remote, remote Arnhem Land.”

From Ramingini, Tamara then had to take a short boat trip to Milingimbi, her final destination. But in April, Tamara was able to fly with MAF from Nhulunbuy direct to Milingimbi – a comfortable journey that takes a mere one hour and ten minutes.

Tamara shares passionately about the work and the people she’s come to love in Milingimbi, having proactively immersed herself in the community during her visits to help re-engage the community and students with school. “There are different ways of being in this world, and I want to see it in Yolngu style. We don’t need to make a difference to everybody, just one person, because Yolngu people are better placed to make a difference in their own community.”

Missionary Jonathan Kopf and his wife Susan live amongst the Hewa people in Yifki, Papua New Guinea. They didn’t want to impose western values on the community, but “the Hewa adults want their kids to be educated because it takes education for the children to later become teachers or medical workers or policemen in their own village.

STATS

1,490 ✈️
FLIGHTS

148
DESTINATIONS

105 👥
ORGANISATIONS SERVED

🕒 1,841
HOURS FLOWN

5,786 👥
PASSENGERS FLOWN

“The children were taught literacy in their own language and how to read and write, so that they could read the Bible that we were translating for them. Susan also taught them how to read and write in the Melanesian Pidgin language that is spoken in towns.”



Members of the Yifki community, PNG. Credit: Annelie Edsmyr

Jonathan describes how MAF flights support education in the area: “For the school, the teachers need to be able to get back to town during the school break and then come back to the village. We were able to have building materials flown into the tribe. Now we are preparing to put up the first of three double classrooms. The village is very



Yifki school children, PNG. Credit: Jonathan Kopf

excited about what God is doing. They can’t wait to see more of their kids joining the school. It’s a real blessing to have MAF helping us here.”

Sheila Keningo has been working for We See Hope (WSH) in Uganda since 2016. WSH has designed interventions, in collaboration with partners across Africa, to gather children who have dropped out of school into clubs. They are given help to set up small income generated projects which they use to buy school uniforms and equipment to enable them to return to school.

Sheila explains, “We’re working with seven schools with 40 kids in each club. We work alongside the schools for three years helping the kids

“ONCE I FOUND MAF WAS OVERBOOKED AND EXPERIENCED FIRST-HAND HOW MUCH HARDER IT IS TO HAVE TO DRIVE EIGHT HOURS INSTEAD OF FLYING ONE!”

- Sheila Keningo, We See Hope, Uganda

become sustainable. Once the clubs are established, we then move on to another community.

“MAF is very supportive,” she says. “Once, I found MAF was overbooked and experienced first-hand how much harder it is to have to drive eight hours instead of flying one!” ✈️



JOINING FORCES

“WE ARE GRATEFUL FOR THE STRONG PARTNERSHIP AND GOOD COLLABORATION WITH MAF-US THROUGHOUT THIS PROJECT.”

- Dave Fyock, CEO



MAF lands in Kissidougou, Guinea.
Credit: Dave Forney

JOINING FORCES

With our expansion into west Africa and the opening of a new MAF International programme in Guinea came an exciting increase in collaboration and partnership with our sister organisation, MAF-US.

MAF-US has its own operations in nine countries across the globe and until now our operations have remained separate. But for the first time, the decision was made to operate Guinea’s aircraft under MAF-US’s Federal Aviation Administration (FAA) Part 135 Air Operator Certificate (AOC), bringing aviation operations for Guinea under MAF-US.

Nearby, our Liberia programme – which historically operated under our Ugandan AOC – also transitioned to operate under the AOC and Approved Maintenance Organisation (AMO) of MAF-US. Long-term, this will allow our Liberia programme to operate as a maintenance hub for all our west African aircraft where previously Liberian aircraft had to travel to Uganda for more extensive maintenance checks.

Several MAF International pilots and engineers underwent training and licence conversions to allow

them to operate under the MAF-US certificate, and our aircraft in Liberia, 5X-OPE, was re-registered to the FAA system, sporting a new ‘N’ registration - N110PE.

Plans were made for 5X-SCO, affectionately known as ‘Scotty’, to return to the Uganda programme from Liberia and for a new aircraft to arrive in Liberia in early 2023. N2114G, which previously served in our Mongolia programme, arrived in Guinea at the beginning of 2022, with the first operational flight happening in the spring.

CEO, Dave Fyock, is excited about the change: “We are very grateful for the strong partnership and good collaboration with MAF-US that has been evident throughout this project.” ✕



Locals greet the plane, Guinea.
Credit: Dave Forney

OUR WEST AFRICA PROGRAMMES FLEW 229,654 KM IN 2022

229,654 KM FLOWN ✕

READ ABOUT MAF’S FIRST OPERATIONAL FLIGHT IN GUINEA!



VISIT THE WEBSITE



MEDEVACS



Pilot Mathias Glass straps in a patient. PNG
Credit: Sally Lloyd

**“SHE IS ALIVE
TODAY
THANKS TO
THIS RAPID
EVACUATION
AND
EFFECTIVE CARE.
THANK YOU”**

**- Memadji, husband
of medevac patient,
Chad**

MEDEVACS

In isolated places, there are no emergency services. MAF plays a crucial role for isolated people – providing medical evacuations when people need them most.

Dengue fever was declared a serious public health issue in Timor-Leste by the Ministry of Health in January 2022. In February, a two-year-old boy was medevacked from Atauro Island to Dili with dengue fever. The patient was in a critical condition. “He was in severe fever when we brought him to the referral clinic in Atauro. After a medical check-up, the nurses decided to transfer him to the national hospital (HNGV) for special treatment by the doctors. Fortunately, after we waited for just a few minutes, a MAF plane had arrived and picked us up and flew us to Dili,” says Broslin dos Santos, the patient’s father. “He was in the hospital for almost a week before he recovered and was discharged from the hospital.”

national hospital in Dili. “Before the arrival of the MAF plane I felt very sad, but when the plane arrived I felt very happy because our child would be able to get treatment,” says the mother of the patient. The six-year-old has now recovered and is living at home with his family in Atauro.



Medevac patient, Bendito, Timor-Leste.
Credit: Lobitos Alves

In May, we followed up with another dengue fever patient who was medevacked after a night of a severe fever and blood running out of his nose. His mother took him to the clinic where he was diagnosed and needed to be transferred to the

In Chad, Fanfina had suffered a heart attack at her home and specialist care was required, but the hospital was more than 600km away. “The road from Moundou to N’Djamena

CONTINUED➔



Bendito at home with his mother, Timor-Leste. Credit: Lobitos Alves



is very bad in places,” pilot Becki says. “You can even see some of the potholes from the air they are that big!” It would take a whole day to drive in a good vehicle. The doctors were clear - Fanfina did not have that time available.

A MAF flight meant that in under two hours she was receiving the vital care she needed in a hospital in N'Djamena. Three weeks later, Fanfina's husband, Memadji happily reported that his wife had been discharged from hospital. He said, “She is alive today thanks to this rapid evacuation and effective care. Thank you.”

In Papua New Guinea it's normal for kids to walk around with a knife. Knives are a practical tool, but if someone stumbles and falls it can end in disaster. In Mougulu, a knife punctured a boy's abdomen right through to the back, piercing his bowel and liver. He was saved by the staff at the Mougulu clinic with plastic protective wrapping around his bowel to prevent infection.

A MAF flight was already in the area delivering supplies to a local school which meant a medevac could be arranged for the following morning. Unfortunately, the flight from Mougulu couldn't go as far as

“I COULD NOT IMAGINE IF MAF DID NOT OPERATE IN TIMOR-LESTE! IT WOULD BE DIFFICULT FOR US PARTICULARLY IN EMERGENCY SITUATIONS”

- Broslin dos Santos, father of dengue fever patient, Timor-Leste

STATS

412 ✈️
MEDEVAC FLIGHTS

104
DESTINATIONS

51 👥
ORGANISATIONS SERVED

361 ⌚
HOURS FLOWN

1,335 👥
MEDEVAC PASSENGERS

Tabubil due to bad weather, so they landed in Kuinga and had to travel by road for the remainder of the journey. Bad weather preventing flights is a harsh reality when operating in isolated areas; sometimes land travel is still required. Thankfully, we received good news two days later that the boy had undergone surgery and was recovering well.

On the way to buy bread, Steve Dugbeh and his wife Beatrice crashed their motorbike while trying to avoid a collision with a large truck in Pleebo, Liberia. The accident left Steve unconscious and he was rushed to JJ Dossen Hospital. Doctors from Partners in Health decided that he needed to be transferred to a Monrovia hospital



Medevac from Mougulu, PNG. Credit: Sally Lloyd



Steve Dugbeh with his family, Liberia. Credit: Paula Alderblad

to understand and treat the full extent of his injuries, including a suspected spinal injury that caused him to lose speech and movement.

To go by road in the rainy season could have taken a week. This is where a MAF flight provided the essential link. The X-rays at the medical centre in Monrovia were inconclusive, so Steve was transferred again to the Jahmale hospital in a nearby town, where he received the required treatment.

Steve is now feeling much better since the accident in August 2022 and has regained speech and movement. “On the flight I never felt pain. Because of the road condition, if it wasn't for MAF, I would have been dead.” ✈️



ENGINEERING FOR THE FUTURE



“IT IS A NEW DAY IN MAREEBA, AND WE ARE EXCITED AT ALL THAT WILL BE ACCOMPLISHED HERE IN THE COMING YEARS”

- Dave Fyock, CEO

Apprentice engineer, Bjornar Skjorestad, Liberia.
Credit: Rachel Gwole

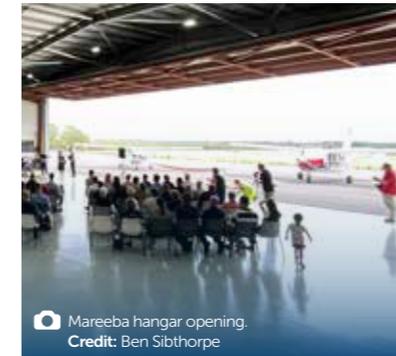
ENGINEERING FOR THE FUTURE

MAF made strides in 2022 towards ensuring our engineering and maintenance departments are fit for purpose for decades to come.

In June, our new Mareeba hangar was officially opened. The purpose-built facility, described by several visitors as ‘the best maintenance facility they have ever seen’, is the base for our maintenance operations in the Asia Pacific region. Aircraft from MAF programmes in Arnhem Land, Papua New Guinea and Timor-Leste are serviced through these facilities and members of the Mareeba team also visit programmes to carry out maintenance and repairs.

The new hangar provides capacity for future expansion of services. CEO Dave Fyock says, “This is a professional, modern facility and a significant step in the development of our centre of excellence for training in Mareeba. It is a new day in Mareeba, and we are excited by all that will be accomplished here in the coming years.”

Alongside new facilities, MAF has introduced new training pathways for engineering candidates to ensure a steady flow of licensed and non-licensed aircraft maintenance engineers.



Mareeba hangar opening.
Credit: Ben Sibthorpe

With a worldwide shortage of engineers in the aviation industry, it is vital that we create access to training to ensure that it remains a viable career option for mission-hearted individuals.

As of December, MAF has nine trainees on the iNETS scheme and nine on the NETS scheme. One engineer from the UK successfully completed the FastTrack route in July. Looking forward at the engineering candidate pipeline, we have approximately 5-8 strong candidates for licensed and non-licensed maintenance and technical positions across our programmes. ✕

IN 2022, MAF INTERNATIONAL HAS ESTABLISHED THREE PRIMARY TECHNICAL TRAINING MODELS.

1. NATIONAL ENGINEERING TRAINING SCHEME (NETS)

A framework for MAF Programmes to source and train their own apprentices locally towards a maintenance licence outcome.

2. INTERNATIONAL ENGINEERING TRAINING SCHEME (iNETS)

Allowing Resourcing Groups to train their own apprentices internationally towards a maintenance licence outcome.

3. FASTTRACK

A bespoke pathway for candidates who may have completed the majority of their study and experience outside of MAF and who need assistance to get a maintenance licence and serve with MAF.



RELIEF & DEVELOPMENT



Pilot and Country Director, Nick Hitchens, flying in Timor-Leste.
Credit: Lobitos Alves

“MAF IS NOT LIKE OTHER COMMERCIAL SERVICES. THE PILOT PRAYS BEFORE EVERY FLIGHT, SO WHATEVER WE DO, WE FIRST CONSIDER GOD”

- Alana Sebit Owot, South Sudan

RELIEF & DEVELOPMENT

For many communities, MAF provides vital access that facilitates community development and the delivery of aid programmes.

South Sudanese development specialist, Alana Sebit Owot, is developing a business model that empowers local farmers to create a sustainable future. Alana is passionate about unlocking the potential hidden in his country's soil. “Yambio, is very productive for agriculture. We have the same rain, the same soil even as other places. There is no point in importing things that we should be growing!”

“Yambio has extra challenges because it's so far west. The roads are sometimes very bad. I travel often and always with MAF. MAF is not like other commercial services. The pilot prays before every flight, so whatever we do, we first consider God.”

In Timor-Leste, MAF has realised the importance of transport infrastructure in community and economic development. In 2022, we teamed up with Atauro Tourism Association to provide a shuttle service to Atauro Island.

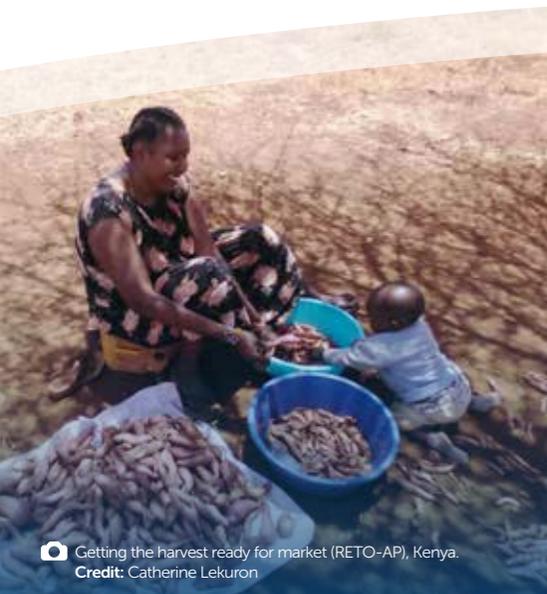


Alana Sebit Owot, South Sudan.
Credit: Jenny Davies

“MAF's new flight services are not only for medevacs, but also for transportation connectivity to bring local and international visitors to explore Atauro Island,” says Nick Hitchens, Country Director. Egidio da Purificação Soares, Tourism Officer at USAID's Tourism for All Project, said MAF's work was important because it led to earnings that benefited the community.

Alana explains that there is a great need for such initiatives as an alternative to emergency aid programmes in the region.

CONTINUED➔



Getting the harvest ready for market (RETO-AP), Kenya. Credit: Catherine Lekuron



A farm supported by MWH, Uganda. Credit: MWH



For many years, MAF has facilitated flights to Marsabit, northern Kenya, for partners like Tim Wright of Sauti Moja Canada. He supports community-based partners such as Raising Education and Training Organisation-Among Pastoralists (RETO-AP). RETO-AP builds resilience of pastoralist communities by focusing on female-headed households and vulnerable girls. Without a MAF flight, the journey to Marsabit takes ten hours by road.

Martha, a community development worker with RETO-AP explains, "We are providing resources, training and developing skills to vulnerable people, transforming their lives since dependence on single livelihoods and negative cultural practices have negatively impacted their lives."

Since the MWH (Marinka Wouter Huibert-Jan) trust began, their agricultural scheme in the north of Uganda has increased to five shops in a 40km radius from the regional office in Pajule. Every shop has two local specialists who sell agricultural goods, including livestock and crops, and give training and advice to over 5,000 registered farmers.

Karina Noordam, from MWH, is a frequent flyer with MAF as shops are increasing, needing more

STATS

9,211 ✈️
FLIGHTS

325
DESTINATIONS

519 👥
ORGANISATIONS SERVED

11,386 ⌚
HOURS FLOWN

38,492 👥
PASSENGERS FLOWN

supplies from the city. "I love MAF. Driving would take me eight hours door to door compared to one hour 10 minutes direct from Pader to Kajjansi" she says.

Karina passed on the story of a farmer called Ojok John Calvin Amor from the Pader trading centre. He said, "The training on vegetable production that I attended made me pay more attention to the location and type of soil on my land. I did most of the work myself but at some point, I was able to hire casual labour. I bought a motorcycle, some livestock, built a house and paid school fees for my children and relatives in good schools. The knowledge that I have received transformed me from small scale farming to emerging commercial farming." Organisations like MWH have unleashed a growing agricultural footprint which is taking farmers from poverty to stability.

The FLM (Fianganona Loterana Malagasy) church in Madagascar runs training programmes for those living in poverty. The programmes are aimed at promoting income generating activities such as agriculture, livestock farming or development. MAF flew FLM representatives Antoine and Alfred



Karina Noordam flying to Pader, Uganda. Credit: Jill Vine

to Maintirano for a workshop about self-reliance and development. "We would like to thank everyone at MAF for their work as we save a lot of travel time by flying. We will see you soon for our next flights," says Alfred. ✈️

"I LOVE MAF. DRIVING WOULD TAKE ME EIGHT HOURS DOOR TO DOOR COMPARED TO ONE HOUR 10 MINUTES DIRECT FROM PADER TO KAJJANSI"

- Karina Noordam, MWH, Uganda

FIND OUT MORE ABOUT THE ATAURO ISLAND SHUTTLE SERVICE IN TIMOR-LESTE



📄 VISIT THE WEBSITE



MAF'S IMPACT



“WE DON'T BELIEVE RANDY WOULD HAVE SURVIVED WITHOUT THIS MEDEVAC”

- Caleb (colleague of Randy), Uganda

P2-MAH flying in PNG. Credit: Andy & Sharon Campbell

MAF'S IMPACT

“We would not be able to move without MAF. MAF is making a difference by enabling us to do our jobs!”

Jacopo Rovarini, AMREF, South Sudan

“We could not have managed to come this far without the help of MAF flights in accessing this remote area. Thank you to MAF and CURE for making it possible for us to reach these children.”

Dr Federico Sibona, CURE, Kenya

“We are so thankful for MAF. We don't believe Randy would have survived without this medevac.”

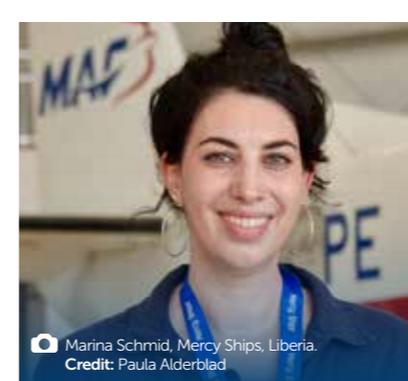
Caleb (colleague of Randy), Uganda

“Without the vital services provided by MAF, RAM would be unable to reach the remote parts of PNG without huge difficulty. We therefore would like to give our thanks to MAF for a very long-lasting partnership which has greatly aided RAM's ability to provide a service to the remote parts of PNG.”

Tim Freeman, Rotarians Against Malaria (RAM), Papua New Guinea

“Before MAF began operations in Timor-Leste, we faced a number of

challenges, including lack of medical evacuation equipment, difficulty driving on rough roads, and a long distance to transport people from rural areas to the national hospital. However, MAF's presence in Timor-Leste helped us a lot in providing medical evacuation flights for our people in emergency situations.”



Marina Schmid, Mercy Ships, Liberia. Credit: Paula Alderblad

“It is a good partnership [between Mercy Ships and MAF], two separate organisations having the same focus and having the same goal of bringing hope to the people of Liberia.”

Marina Schmid, Mercy Ships, Liberia

“The people (missionaries and volunteers) in Mandritsara couldn't stay here if it wasn't for MAF. If you're ever in trouble here or need to fly back to Antananarivo urgently, MAF just comes and helps in the flick of

a switch. Wonderful work!”

Debbie Simpson, Friends of Mandritsara Trust, Madagascar

“Because MAF is more affordable and accessible, it means people can have access to other services they need to improve their quality of life.”

Ruan Swart, Physiotherapist, Arnhem Land

“The Bible dedication of the Tennen New Testament in Arilo in January this year wouldn't have been possible without MAF.”

Laura Robison, SIL, South Sudan

“MAF's new flight services help us to solve our problem, not only for medevacs, but also for transportation connectivity to bring local and international visitors to explore Atauro Island.”

Estevão Marcus, Estevão Homestay, Timor Leste

“Thanks and blessings to everyone! Every time I think of MAF, or pay a bill, or get an email I smile! You bless me (and countless others) continually.”

Don Hartman, Association pour le Developpement et la Paix

“We are very grateful for MAF with these trips. They have allowed us to work in and out of Uganda for the first time in many years.”

Brad Beless, Every Village, Uganda ✕



Catherine Grierson & Debbie Simpson, Friends of Mandritsara Trust, Madagascar. Credit: Irina Randriamandrato

READ THE LATEST STORIES OF MAF'S IMPACT



 **VISIT THE WEBSITE**

PROGRAMME STATISTICS



“TRAVEL BY LAND CAN BE DIFFICULT, TIME CONSUMING AND UNCOMFORTABLE. FLYING MAKES MORE THINGS POSSIBLE.”

- Arnaud Martig, New Apostolic Church, Chad

MAF at Mougulu, PNG.
Credit: Landen Kelly

STAFF

Arnhem Land Local 4 International 16	MAF Technologies, PNG Local 27 International 4
Bangladesh Local 5 International 0	Papua New Guinea Local 121 International 37
Chad Local 11 International 4	South Sudan Local 32 International 15
Guinea Local 2 International 2	Tanzania Local 3 International 3
Kenya Local 22 International 4	Timor-Leste Local 6 International 3
Liberia Local 10 International 6	Uganda Local 54 International 13
Madagascar Local 21 International 5	

Restricted Access Nation - Asia
Local 2
International 1

TOTAL STAFF
Local 320 International 113
Support Office Staff 144

FLYING PROGRAMMES ✈

Arnhem Land
Hours Flown 2,497
Passengers transported 9,847
Distance flown (km) 451,588
Cargo transported (kg) 31,305

Bangladesh
Hours flown 27
Passengers transported 51
Distance flown (km) 5,704
Cargo transported (kg) 0

Chad
Hours Flown 449
Passengers transported 642
Distance flown (km) 106,707
Cargo transported (kg) 3,687

Guinea
Hours flown 66
Passengers transported 41
Distance flown (km) 16,118
Cargo transported (kg) 50

Kenya
Hours Flown 802
Passengers transported 1,862
Distance flown (km) 200,360
Cargo transported (kg) 11,908

Liberia
Hours Flown 851
Passengers transported 3,848
Distance flown (km) 213,536
Cargo transported (kg) 33,431

Madagascar
Hours Flown 885
Passengers transported 2,631
Distance flown (km) 199,640
Cargo transported (kg) 29,879

Papua New Guinea
Hours Flown 5,755
Passengers transported 35,242
Distance flown (km) 1,141,706
Cargo transported (kg) 1,995,555

South Sudan
Hours Flown 2,318
Passengers transported 10,322
Distance flown (km) 544,208
Cargo transported (kg) 157,809

Tanzania
Hours Flown 360
Passengers transported 1,002
Distance flown (km) 62,233
Cargo transported (kg) 1,636

Timor-Leste
Hours Flown 432
Passengers transported 2,932
Distance flown (km) 69,511
Cargo transported (kg) 486

Uganda
Hours Flown 1,756
Passengers transported 5,096
Distance flown (km) 399,200
Cargo transported (kg) 17,287



Technology training for ministry, PNG.
Credit: Caine Ruruk

NON-FLYING PROGRAMMES

TECHNOLOGY SERVICES PNG
Pastors trained in basic computer skills 105

HF radio calls received 836

Bibles distributed 1,561

Audio bibles distributed 2,202

Medical calls received and appropriate treatment arranged 155

FLEET

2022 was a busy year for our fleet with one new aircraft purchased and others transferring between programmes.

Following the closure of the Bangladesh programme, both amphibious Caravans were ferried from Bangladesh to Mareeba pending decisions on their redeployment.

A fleet plan for the future of MAFI aircraft fleet was developed, presented and approved by MAFI management. This plan set out how to future-proof the MAFI fleet to enable safe and efficient operations for many years to come.



CESSNA 206



CESSNA 172



CESSNA 208B



CESSNA 208 (AMPHIBIOUS)



GA8 AIRVAN



CESSNA 182

3 ✈
CESSNA 172

6 ✈
CESSNA 182

3 ✈
CESSNA 206

14 ✈
CESSNA 208

15 ✈
CESSNA 208B

2 ✈
CESSNA 208
(AMPHIBIOUS)

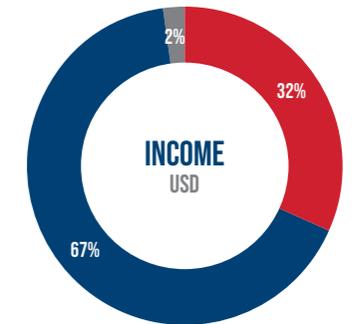
13 ✈
GA8 AIRVAN

OUR FINANCES

MAFI International is funded primarily through our MAF resourcing groups from around the world. We deeply value our partnership with them and their supporters' contribution to the ministry of MAF remains vital.

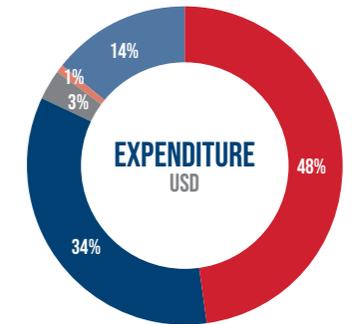
WHERE DOES OUR INCOME COME FROM?	USD	%
FLYING & OTHER MISSION ACTIVITIES	14,356,000	▲ 32%
DONATIONS FOR OUR MISSION ⁽¹⁾	29,901,000	▲ 67%
OTHER INCOME	700,000	▲ 2%
TOTAL	44,957,000	100%

⁽¹⁾This includes donations for aircraft, property and equipment.



HOW DO WE SPEND OUR INCOME? ⁽²⁾	USD	%
FLYING & OTHER MISSION ACTIVITIES ⁽³⁾	20,585,000	▲ 48%
STAFF COSTS	14,759,000	▲ 34%
GRANTS FOR DEVELOPMENT AND GROWTH	1,121,000	▲ 3%
RAISING FUNDS	449,000	▲ 1%
PURCHASE OF FIXED ASSETS (HANGARS, AIRCRAFT ETC)	6,170,000	▲ 14%
TOTAL	43,084,000	100%

⁽²⁾This includes depreciation and loss on disposal of large aircraft.



⁽²⁾Support costs are allocated against the relevant line of expenditure, in accordance with UK charity requirements.



ANNUAL REPORT 2022

MISSION AVIATION FELLOWSHIP INTERNATIONAL

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Registered Office: Operations Centre, Henwood, Ashford, Kent, TN24 8DH, UK

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Registered Office: 1a Water Street, Cairns, Queensland 4870, Australia

Coronavirus regulations vary across the world. MAF is committed to safety and adheres to local regulations wherever it serves. The images and people you see in these pages conform to the rules of the countries in which they were taken.

 **Front cover:** TT-BER in north-central Chad.
Credit: Phil Henderson