

Via Dubai

Monthly Newsletter issued by Dubai Civil Aviation Authority

Issue 84 November 2021

Dubai Airshow powers the flight of global aviation



EXPO 2020
إكسبو 2020
دبي، الإمارات العربية المتحدة
DUBAI UNITED ARAB EMIRATES

OFFICIAL SUPPORTER | داعم رسمي

For Sustainable Recovery

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In 2007, the functions of the Department of Civil Aviation were restructured. Accordingly, the Dubai Civil Aviation Authority (DCAA) was established as a regulatory body, by a decree of H.H. Sheikh Mohammed Bin Rashid Al-Maktoum, Ruler of Dubai, on proclamation of law No. 21 of 2007, as amended by law No. 19 of 2010, to undertake development of Air Transport Industry in the Emirate of Dubai and to oversee all aviation-related activities.

ViaDubai

Via Dubai is the official bilingual monthly newsletter of DCAA, designed to highlight the initiatives and developments in the aviation industry and act as a knowledge-sharing platform for all the stakeholders and aviation professionals.

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UAE News

Aviation activity in UAE gains momentum

The average aviation activity in the UAE rose from 1,238 flights at the end of 2020 to 1,538 flights in September 2021, an increase of some 24.5 per cent, according to the General Civil Aviation Authority (GCAA).

India is now Dubai's second-biggest trade partner

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India has emerged as Dubai's second-biggest trading partner after China with the overall volume touching AED38.5 billion in H1 2021. The emirate had a trading volume of AED86.7 billion with China in H1 2021, followed by India and the US at third position.

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EK transports 250 million Covid-19 vaccines to 75 cities

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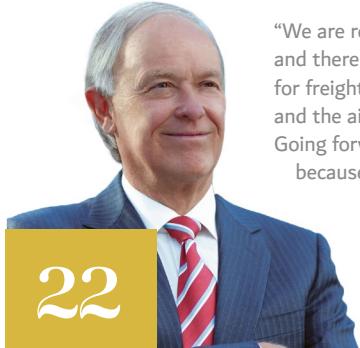
Emirates SkyCargo, the freight arm of the world's largest long-haul airline, has moved more than 250 million doses of Covid-19 vaccines. Between October 2020 and September 2021, it transported the vaccines to 75 destinations through Dubai.



Interview

Sir Tim Clark, President, Emirates

Emirates sees clear skies, good tailwind



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"We are recovering on the passenger side and there has always been good demand for freight. We are getting back to normal, and the airline will look to continue to grow. Going forward, it will remain very strong because capacity will be subdued for the next two to five years. I am confident the industry will be restored largely to what it was pre-pandemic," Tim Clark, President, Emirates

A strategy to attract tourists with disability

The Dubai Accessible Tourism International Summit (DATIS), scheduled to be held in Dubai in 2022, is the right forum to explore in entirety the tourism industry's high-potential segment and debate threadbare ways to navigate through the challenges, travel behaviours and best practices.

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Collins Aerospace exploring aircraft electrification

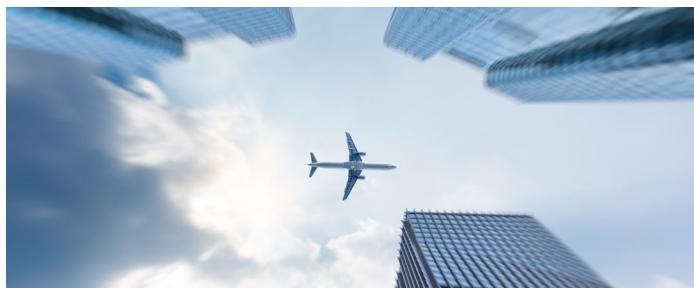


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Focus

Airlines to sharply lower losses in 2022

Total passenger numbers are expected to reach 2.3 billion in 2021 and 3.4 billion in 2022, significantly below the 4.5 billion travellers of 2019, says IATA which projects a sharp reduction in industry losses in 2022.



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Aviation activity in UAE gains momentum

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Our Vision

The World Airport, Dubai

Our Mission

To achieve leadership and ensure sustainability in the field of safety, security and environmental protection in the civil aviation sector and to support an attractive investment environment for the aviation industry.

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A platform to forge new partnerships



Dubai Airshow 2021 constituted a qualitative addition to Dubai's efforts to move forward on the path of restoring the gradual recovery of the global aviation industry, thanks to the wide participation of various countries and international manufacturers, with the aim of pushing the industry forward despite the major challenges imposed by the coronavirus pandemic.

The Dubai Airshow-2021 had seen massive deals amounting to AED287 billion that will contribute strongly in giving an impetus to the manufacturers of civil and military aircraft to move forward and instil confidence and hope about aviation's return to pre-pandemic levels growth.

The exhibition, in its 2021's session, has been characterized by its modern and creative nature, as it focused on the future of air transport, space exploration and technology, defence fields, artificial intelligence and digital transformation, in the wake of the amazing development expected in the global aviation industry in the coming years that will redefine the concepts of travel in the future.

This was the largest and most distinguished of the previous editions based on the number of new participating

countries and exhibitors. There were over 1,200 exhibitors from 148 countries, 175 aircraft on display and 20 corporate pavilions including several new country participants and first-time exhibitors. The numbers are impressive and encouraging, highlighting the resurgence and transformation taking place across the entire global aviation sector after the coronavirus pandemic.

The Dubai Airshow 2021 constituted a platform that brought together leaders and experts from around the world to forge new partnerships that pave the way for the aviation sector's recovery and future growth and to reap the opportunities connected with space travel and exploration.

On this occasion, I express my deep appreciation for the efforts made to organize one of the best air exhibitions in the world that re-confirmed the readiness of our country to host outstanding events and return to normalcy as the result of our efficient handling of the situation and the ability to take on the challenges and turn them into opportunities to serve the aviation sector and its rapid recovery.

Ahmed bin Saeed Al Maktoum

Amazing Recovery Speed



This year's Dubai Airshow held a distinct significance as the only global aerospace event held since 2019 coupled with the grand opening of the world's third largest show, the six-month Expo 2020 Dubai, had been a testament to the remarkable recovery owing to the pragmatic steps guided by the leadership.

The recovery is more pronounced in the economy in general and the aviation sector in particular.

The Airshow came this year at a time when the emirate is witnessing an amazing recovery in the aviation sector, which is one of the pillars of our local economy.

This year's Airshow provided a strong weight to the efforts by Dubai in the aviation sector and global economy's recovery phase. The deals at the Dubai Airshow crossed a whopping AED287 billion.

The 17th edition of the exhibition provided an opportunity for aircraft, satellite, UAS and ANS System manufacturers and other key players, such as, financiers, insurers, service providers, emerging technology providers and other related areas in the aviation and space industry to showcase their latest products and hold meetings with stakeholders in the fields of civil aviation, aerospace and defence, providing great opportunities for business growth and exposure to new technology and innovations in the world of aviation and space.

At the level of the Dubai Civil Aviation Authority, we conducted extensive reviews before the start of the exhibition and during its activities with exhibitors from 148 countries, where the security and safety of the exhibition is fundamental to our work. We continue our tremendous efforts to show the best of our leadership, teamwork and innovation.

Here, I would like to emphasize that Dubai has always been a symbol of flexibility and agility and this exhibition will be successful by all standards and will provide a good opportunity for all stakeholders and decision makers to further their efforts to accelerate the recovery and steady growth of the aviation industry.

Mohammed Abdulla Ahli



His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum Launches Dubai Program to Enable Drone Transportation

His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai, Chairman of The Executive Council of Dubai and Chairman of the Board of Trustees of Dubai Future Foundation (DFF), launched the Dubai Program to Enable Drone Transportation. The program promotes the development and adoption of cutting-edge technologies in line with the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, to strengthen Dubai's global competitiveness in adopting advanced technologies in vital sectors.

His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum said: "The Dubai Program to Enable Drone Transportation will create an advanced infrastructure that enables innovators and relevant entities to test prototypes of unmanned aerial vehicles in designated areas and develop legislation that optimizes their implementation. The program aims to provide new economic opportunities and consolidate Dubai's leadership in advanced technology research and development across diverse future-oriented sectors."

He added: "Our projects place quality of life at the top of their priorities. We will continue to develop and implement innovative ideas on the ground. We have the right environment, infrastructure,

and legislation for the use of drones. We also have the laboratories, expertise and talent to translate prototypes into viable solutions."

He concluded: "We have recognized the potential of drones in shaping the future early on, and started testing it in the UAE through attracting thousands of innovators in this field from 165 countries to participate in the UAE Drones for Good Award that we launched in 2014. This marked the beginning of our journey with this emerging technology, and reaffirmed our belief in the importance of leveraging future technologies for the benefit of humankind."

Cooperation

His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of

the Dubai Civil Aviation Authority (DCAA), Chairman of Dubai Airports and Chairman and CEO of Emirates Airline and Group, His Excellency Omar Sultan Al Olama, Minister of State for Artificial Intelligence, Digital Economy and Remote Work Applications, and His Excellency Mattar Mohammed Al Tayer, Director General Chairman of the Board of Executive Directors of the Roads and Transport Authority – Commissioner General for Infrastructure, Urban Planning and Well-Being, witnessed the signing of a memorandum of understanding (MoU) between several government and private sector entities to initiate the program's operations. Signatories included DFF, DCAA, Dubai Silicon Oasis Authority (DSOA), Fakheeh University Hospital, Majid Al Futtaim, and Emirates SkyCargo.

The agreement was signed by His Excellency Mohammed Abdulla Ahli, Chief Executive Officer of Dubai Civil Aviation Authority, His Excellency Khalfan Belhoul, Chief Executive Officer of Dubai Future Foundation, Ahmed Bahrozyan, Chief Executive Officer of The Public Transport Agency at Roads and Transport Authority, Engineer Muammar Al Katheeri, Executive Vice President at Engineering and Smart City, Dubai Silicon Oasis Authority, Alain Bejjani, Chief Executive Officer of Majid Al Futtaim, Nabil Sultan, Divisional Senior Vice President at Emirates SkyCargo, and Ammar Soliman Fakieh, Chairman of the Board of Fakieh Care Group.

The launch and signing took place during Dubai Airshow 2021 that drew the participation of more than 1,200 exhibitors as well as civilian and military delegations from over 140 countries.

Primary Objectives

The primary objective of the Dubai Program to Enable Drone Transportation is exploring the use of drones in several sectors, including health, security, shipping and food. The program seeks to improve people's lives by reducing carbon emissions generated by traditional shipping and transportation methods and facilitating the movement of goods and materials. This way, it will contribute to positioning Dubai as one of the smartest cities in the world.

The program also aims to attract talent as well as local and foreign investments to the drone applications sector, in addition to creating new jobs and stimulating economic activity in relevant fields.

Public-private partnership

DFF will oversee the implementation of the outputs of the Dubai Program to Enable Drone Transportation through Dubai Future Labs, the first applied R&D lab in the region specializing in future technology, in partnership with DCAA, Dubai

Silicon Oasis Authority (DSOA), Fakieh University Hospital, Majid Al Futtaim, and Emirates SkyCargo, Talabat and Kitopi.

Designated experimental zone

A unique pilot area will be allocated in Dubai Silicon Oasis for innovators and related entities from the UAE and abroad to develop and test new drone solutions and transform them into effective services that improve people's lives and help achieve national economic goals.

Infrastructure development

The Dubai Program to Enable Drone Transportation will significantly contribute to the development of the emirate's transport and shipping infrastructure, which is considered one of the most advanced in the world and support the growth of multiple economic sectors. The program will also place great emphasis on upgrading the underlying digital infrastructure in cooperation with its partners.

Drone legislation

Participants of the program will benefit from an enabling legislative framework that facilitates drone technology prototyping, testing, development, and implementation.

In July 2020, His Highness Sheikh Mohammed bin Rashid Al Maktoum issued a law regulating the use of drones in Dubai in accordance with the highest international standards and best practices, and creating an environment conducive to investment in this sector.

His Highness Ahmed bin Saeed Al Maktoum: A futuristic vision that transforms innovation into a way of life

"This Act is considered one of the projects of the Dubai Sky Dome Initiative; this initiative aims to create a virtual airspace infrastructure for drone systems, through which public spaces and buildings will be connected through airstrips and mini-airports throughout Dubai and to develop major infrastructure schemes

for airports, airstrips, multi-use stations and ground service sites. The schemes will include promoting the concept of public transport in the Emirate, creating multi-modular transportation systems in order to promote the concept of integration of air vehicles and different ground transportation systems. This initiative will also include the development of systems to manage the movement of drones and the development of an integrated smart platform for all services related to the organization of drone operations, such as the granting of immediate permits to drones and their operators, in order to ensure air security and safety and ensure that the efficiency of Emirates' airspace is not affected.

This program is considered one of the leading and innovative initiatives that are the result of joint efforts between government and private parties in order to achieve the vision of the future. We aim to make innovation a way of life, a modus operandi and a competitive advantage that will enhance the sustainability of the United Arab Emirates and Dubai's global status."

His Excellency Omar Sultan Al Olama: UAE and Dubai were able to enhance their status as innovative destinations

On this occasion, His Excellency Omar Sultan Al Olama, Minister of State for Artificial Intelligence, Digital Economy and Remote Work Applications, confirmed that the UAE and Dubai had been able to strengthen their position as a global laboratory, a destination for intellectuals and creators, and an attractive environment for start-ups to test their innovations and ideas and provide solutions to the challenges facing the future various vital sectors; a translation of the guidelines of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE, and Ruler of Dubai, related to promoting the use of the modern technologies and infrastructure that Dubai owns in order to establish



its global leadership and to build a brighter future for generations to come.

His Excellency Omar Sultan Al Olama noted that the launch of the Dubai Program to Enable Drone Transportation reflects the vision of the Dubai Government and the role of the Dubai Future Foundation in promoting partnership with the private sector, using modern technology and artificial intelligence tools to explore future opportunities, and developing the business sector in order to contribute to building a knowledge-based and innovative national digital economy that improves people's lives.

His Excellency Mattar Mohammed Al Tayer: The MoU boosts the trials of autonomous air vehicles and self-driving transport

His Excellency Mattar Mohammed Al Tayer, Director-General, Chairman of the Board of Executive Directors of the Roads and Transport Authority (RTA) said that the signing of a Memorandum of Understanding (MoU) with the Dubai Future Foundation constituted a big push in support of trials of autonomous vehicles. "The MoU will also leverage Dubai Programme for Autonomous Air Vehicle Services in designated test zones across Dubai. It will also support the Dubai Self-Driving Transport Strategy aimed to convert 25% of total mobility journeys to driverless journeys by 2030.

"Self-driving transport has become a reality. International firms are moving faster in developing technologies and software of autonomous vehicles. Under the leadership of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice-President, Prime Minister of the UAE, Ruler of Dubai, Dubai is taking a leading role in venturing self-driving transport and has launched its Self-Driving Transport Strategy in 2016," said Al Tayer.

"RTA is keen to turn the vision and directives of His Highness into reality through carrying out trials on various patterns of autonomous vehicles and mobility means. Experiments included the trial run of a 10-seater electricity-powered autonomous vehicle, the first autonomous air taxi and automated and connected smart mobility pods of different sizes and volumes of demand. RTA has also signed an agreement with General Motor's Cruise to deploy the company's autonomous vehicles to provide taxi service and shared mobility by 2023.

"RTA has also charted out a plan to upgrade the infrastructure for autonomous vehicles and air taxis. It has also coordinated with the relevant bodies to enact legislation and rules to govern autonomous vehicles and enhance the community's acceptance of this technology. Such efforts also include developing stipulations and regulations for the testing

and licensing of autonomous vehicles along with insurance and accountability structures.

"This MoU supports RTA's efforts to promote Dubai World Congress and Challenge for Self-Driving Transport, which has recently completed its 2nd edition by signing three agreements with participating companies to develop technology solutions for self-driving transport," concluded Al Tayer.

His Excellency Khalfan Belhoul: Innovative solutions from Dubai that use drone technologies in new applications

H.E. Khalfan Juma Belhoul, Chief Executive Officer of Dubai Future Foundation, said that the Dubai Program to Enable Drone Transportation, launched by His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, today, is a new milestone in the process of designing the future of Dubai, and supports its regional and global leadership in the field of adopting, testing and applying the latest innovations and international practices in the service of man.

Belhoul said that Dubai Future Laboratories, under the Dubai Future Foundation, will provide technical and technological support to all program partners from public and private sectors, in addition to supporting innovative ideas and projects and developing the digital infrastructure and regulatory

legislation required to come up with innovative solutions developed in Dubai to employ drone technology in new applications and fields that enhance the competitiveness of future economic sectors in Dubai and the UAE.

His Excellency Dr. Mohammed Al Zarooni: The program shapes a more efficient and sustainable smart logistical services industry

His Excellency Dr Mohammed Al Zarooni, Vice Chairman and CEO of Dubai Silicon Oasis Authority, said: "As strategic partners of the Dubai Program to Enable Drone Transportation, and in line with our commitment to contribute to its success, Dubai Silicon Oasis will provide the piloting zone for the program's innovative applications. The unprecedented program will shape a more efficient and sustainable smart logistical services industry for future smart societies."

Dr Al Zarooni added: "In line with our commitment to be a key destination for testing smart city technologies and an incubator for innovation experts and leaders, we are delighted to host this groundbreaking program.

The program will utilize fourth industrial revolution technologies, offering new opportunities within the digital economy ecosystem, in line with the Smart Transport pillar of DSOA's Smart City Strategy. As a technology and knowledge hub within the Dubai 2040 Urban Master Plan, DSO is keen on being an open lab for the latest innovations and developments, positioning Dubai as a preferred city to live and work."

Nabil Sultan: Future opportunities for using drones in various sectors

Nabil Sultan, Emirates Divisional Senior Vice President, Cargo, said: "Emirates SkyCargo is proud to be working with the Dubai Future Foundation on the Dubai Program to Enable Drone Transportation launched by His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of

Dubai, Chairman of the Executive Council and Chairman of the Board of Trustees of the Dubai Future Foundation.

Innovation is a core part of the Emirates DNA and we are constantly evaluating technologies that can make supply chains more efficient and resilient. There is potential in the usage of drones and other unmanned aerial vehicles for last-mile transportation and delivery of essential commodities and other cargo such as e-commerce.

The setting up of the pilot area in Dubai for delivery by drones will facilitate advancement in the test and use case development of this technology not only in the UAE but also in other parts of the world, opening up markets for new investment and economic opportunities."

Alain Bejjani: Unlimited opportunities for various economic sectors

Alain Bejjani, Chief Executive Officer, Majid Al Futtaim, said: "This partnership encapsulates how organisations from various sectors can work together to use technology and deliver solutions for the future. We are fortunate in the UAE to work under the leadership of a forward-thinking government, that not only provides the ecosystem for innovation to thrive but ensures that infrastructure, regulations and talent are in place for scaled operations in the future."

There is no doubt that the use of drone technology has great potential for all industries. Drone delivery operations can be faster, safer, more cost-effective and environmentally friendly. At Majid Al Futtaim we are extremely proud that Carrefour will be one of the first brands to pilot and enhance the use of drones in last-mile delivery."

Ammar Fakeeh: An initiative that employs modern technologies to enhance the efficiency of the health sector

On this occasion, Ammar Soliman Fakeeh, Chairman of the Board of Directors of the Fakeeh Care Group, welcomed the program, which in turn will contribute to promoting the health and safety of the society and improving the efficiency of the health sector, in addition to reducing environmentally harmful carbon emissions and facilitating traffic flow.

The program supports the goals of the Emirate of Dubai in building a knowledge-based and sustainable economy under good leadership and wise guidance.

"At the Fakeeh Academic Medical Center, we look forward to resume working together with our partners in the government and private sector, so that Dubai becomes the first city in the region to adopt this leading system using the most important modern technologies in strengthening the health sector and maintaining the Emirate's status as the world's leading health-care destination."

Dr. Fakeeh also explained that the program is in line with our strategies based on building a committed smart and integrated medical care model over four decades at the Fakeeh Care Group in Saudi Arabia, to harness everything that is promising for the health and safety of all members of society. We look forward to the implementation of this project and its addition to the set of leading and innovative initiatives and projects launched and supported by the Dubai Government.

Technology leadership

Drone technology is one of the priority sectors of the UAE's national strategies. The country has rolled out various initiatives and programs to support its development, starting with the UAE Drones for Good Award that has attracted more than 1,800 participants from across the globe to date and saw multiple outstanding ideas transform into successful projects.

DCAA's strong participation at Airshow

The success of Dubai Airshow 2021 is also attributed to the strong participation of Dubai Civil Aviation Authority (DCAA) Dubai Airports.

DCAA's participation was with a special pavilion that attracted many senior officials, experts and stakeholders in the aviation sector who guided the exhibition activities. HE Mohammed Abdullah Ahli, Director-General of Dubai Civil Aviation Authority (DCAA) met with a number of senior officials, and discussed with them the developments of the aviation industry, especially in light of the circumstances and challenges imposed by the pandemic. He also highlighted the great role played by the Dubai Airshow 2021 in giving a strong boost to the global aviation and space industries thanks to the exemplary organizational abilities which led to the huge success of the airshow as evidenced by the

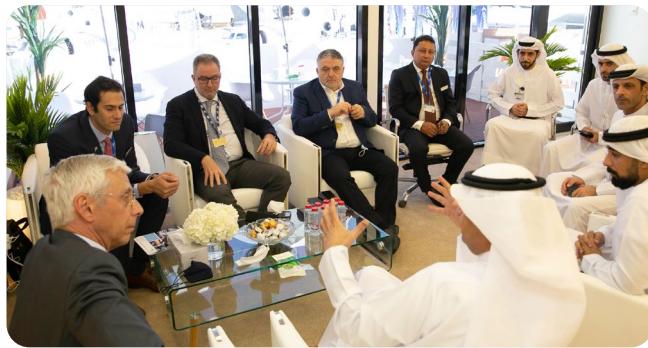
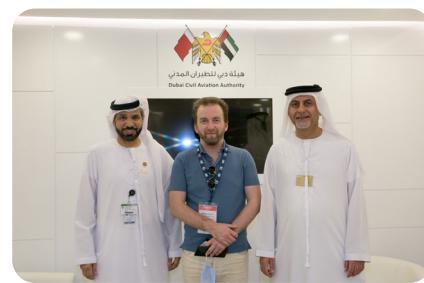
wider participation by the who-is-who of global aviation industry and the record deals worth AED 287 billion, surpassing all past airshows, which will contribute to the revival of the civil and military aircraft manufacturers and the global aviation in general.

His Excellency also discussed with the guests and participants the lessons learned from the challenges imposed by the pandemic on the industry, and the need for countries of the world to take suitable initiatives to open borders that will contribute to the revitalization of travel industry and a quick return to pre-pandemic levels. Senior officials of the Authority also met with a number of officials and industry stakeholders and appraised them of the Authority's

activities, services and facilities for the unstinted growth of the aviation sector.

The DCAA pavilion attracted the media, whose representatives conducted a number of press interviews with the authority's officials, during which they stressed the importance of the Dubai Airshow in giving a strong impetus to the industry.

The Authority deployed a dedicated team to provide full technical support to the exhibition organizers to ensure the highest levels of safety and security procedures before and during the exhibition period. In all, the Airshow's success is also attributed to the great participation by the Authority.







UAE Vision 2021 Career Fair

The Dubai Civil Aviation Authority participated in the "UAE Vision 2021 Career Fair", as part of the Authority's Emiratisation strategy to attract national competencies in the field of civil aviation and providing the opportunity for employment and training for graduates to ensure sustainability in the national workforce in the aviation sector. It is noteworthy that the Emiratisation rate in the authority reached 86 per cent in 2021 compared to 70 per cent in 2017.



Dubai strengthening the global aviation and space industry

In interviews with media outlets on the sidelines of Dubai Airshow 2021, Mohammed Abdullah Lengawi, Executive Director for Aviation Security and Accident Investigation at Dubai Civil Aviation Authority (DCAA) also talked about aircraft traffic at DXB achieving 76 per cent growth during Q3 2021.

He said Dubai has been leading the recovery phase in the air transport sector given its strategic initiatives that support the industry. The aircraft movement at DXB recorded a growth of 76 per cent during the third quarter of this year compared with the same period in 2020. The strong growth levels are evidence of the accelerated activity of the air transport sector at Dubai International Airport. The total number of passengers through DXB reached 20.7 million passengers during the first 10 months of 2021.

He remarked the air traffic in the emirate is witnessing a continuous increase and recording of strong performance in the air cargo sector as well. Dubai International Airport will

return to its full operational capacity soon taken into account the increase in passenger traffic and number of flights operated by Emirates Airlines and flydubai along with an increase in the number of other airlines. The number of overseas carriers operating at Dubai airports is more than 80 at the moment.

He said the Dubai Airshow-2021 recorded strong growth in terms of the number of participation of exhibitors, companies, visitors and aircraft as the exhibition was able to attract about 370 new companies, a strong indication of its position at the global level. The exhibition witnessed an active movement by trade visitors and specialized companies to conclude deals and sign agreements,

as it represents a global platform that provides several opportunities at the regional and international levels.

The aviation regulator official says the participating companies presented the latest technical solutions and products in the aviation, space and defence sectors. The conferences, panel sessions and a platform for emerging companies highlight innovations. The inspection campaigns carried out by the DCAA's Aviation Security Department between January and October amounted to 13 while the number of campaigns in the Hazardous Materials Department reached 156 between January and October, and 276 campaigns in 2020 as a whole.



Dubai Airshow powers the flight of global aviation

“Dubai is back again, and the global aviation sector is returning through Dubai and the UAE.”
These were the words of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, on the successful conclusion of the five-day 17th edition of Dubai Airshow on November 18, 2021.





The biggest ever Dubai Airshow marked a major turning point in recovery and growth of international aerospace industry.

Dubai Airshow 2021 was officially the biggest edition of the event since it first began in 1989, with an incredible \$78 billion (AED 286.5 billion) worth of commercial and defence contracts announced during the week, surpassing the previous edition's total deals and the number of trade visitors. The pre-pandemic edition of the airshow held in 2019 had recorded contracts worth AED183.6 billion.

With this record deal, Dubai has strengthened its importance as a major player in the international arena in the field of aviation, in a clear message to the world and the stakeholders the need to move forward by opening borders to accelerate the process of overall recovery of the aviation industry vital for global economy.

The mega event welcomed more than 104,000 attendees and witnessed a 50 per cent increase in trade visitors which included global senior executives from 148 countries.

Thus the world's largest aerospace fair concluded the 2021 edition on a positive note, culminating a week of investment announcements, new partnerships, and the strengthening of established connections as key aviation players from around the world came together in Dubai to mark a turning point in the industry's recovery.

1,200 exhibitors, 104,000 visitors

The Airshow's ability to bring together 1,200 exhibitors, including 371 new exhibitors, representing 148 countries, of them 13 first-time participants, 104,000 trade visitors, 387 civil and military delegations is a testament to the importance international companies place on the UAE and its ability to succeed in all endeavours.

It also emphasized the insightful vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President, Prime Minister and Ruler of Dubai, which contributed to the growth of the aviation sector to the present stature as the world's top and fastest growing.

The success of the mega event held at Al Maktoum International Airport



BIGGEST EVER DUBAI AIRSHOW MARKS MAJOR TURNING POINT IN RECOVERY AND GROWTH OF INTERNATIONAL AEROSPACE INDUSTRY

at Dubai World Central sent out a strong message that the worst of the pandemic is over, and the world is finally on the road to recovery.

The Airshow that also featured more than 175 of the world's most advanced aircraft on ground and in air had pitted two major manufacturers, namely Airbus and Boeing against each other in the crucial Middle-East market filled with long-haul carriers connecting the East and the West.

Guided by this vision, Dubai has provided the global aviation industry with success experiences that are difficult to replicate globally. It ranks Dubai International Airport, Emirates Airlines, Dubai Duty Free and Dubai Airshow on the list of the largest and best globally,



each in its field of competence, which makes Dubai an icon and a role model in this regard.

The Royal presence

The presence and visits of His Highness Sheikh Mohammed bin Rashid Al Maktoum and His Highness Sheikh Mohammed bin Zayed Al



Dubai Airshow 2021 records deals worth AED 286.5 billion that paves way for faster recovery in global aviation industry.

Nahyan, Crown Prince of Abu Dhabi and Deputy Supreme Commander of the Armed Forces, to the exhibition during the five days of the fair, signify the importance the leaders accord to faster recovery of this crucial industry.

Announcing the Airshow, His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive of Emirates Airline and Group had said: "Dubai Airshow 2021 is a testament to the UAE and Dubai's response to

the pandemic, a pragmatic response that focused on protecting the health and wellbeing of the people as a top priority while minimising the impact of the crisis on the nation's economy. We are once again hosting important in-person events and returning to business normality thanks to the success of our approach and readiness."

True to Dubai's famous super efficiency in executing projects and holding world class mega events, the 17th edition of Dubai Airshow turned out to be a testament to the UAE's strong will and efficiency.

With regard to Emirates Airlines, His Highness Sheikh Ahmed bin Saeed stressed that the exhibition was an ideal opportunity for the airline to announce some plans for aircraft and services provided to passengers and to develop them significantly during the next stage in a way that enhances its position as one of the best airlines in the world, noting that the company's performance remains linked to the image.

Confidence builder

In press statements, His Highness expressed his confidence in returning to the levels of performance achieved in the period before the Covid-19 pandemic, both for Emirates Airlines as well as Dubai International Airport, during the next 12 months, as a result of the great efforts made in coordination with other countries and relevant authorities in the aviation sector in them.



Sheikh Mohammed: "Dubai is back again, and the global aviation sector is returning through Dubai and the UAE":

His Highness praised the great efforts made by Emirates Airlines in the field of air freight, whether through Dubai International Airport or Al Maktoum Airport, over the past two years, through which it confirmed the great positive contribution of the UAE in helping many countries.

Historic year

flydubai participated in the exhibition for the seventh time, by displaying aircraft on one of its Boeing 737 MAX 8 aircraft. Through this global event, the airline provided an opportunity for visitors to the exhibition to learn about flydubai's products on board. In addition, flydubai has unveiled a new outfit to celebrate the 50th anniversary of the UAE, as the aircraft will participate in the special air show for this occasion as part of the Dubai Airshow.

Ghaith Al Ghaith, CEO of flydubai, said: "We are delighted to return to the Dubai Airshow, especially during this historic year in which we celebrate the fiftieth anniversary of the founding of our country. The return of international travel and the gradual



openness to international flights once again gives us an opportunity for optimism in the aviation industry, and there is no better place to share these sentiments than partners and industry leaders at the exhibition, and the event is a unique platform to display our Boeing 737 Max 8 aircraft that provide our passengers advanced experience.

Dubai Airshow and the UAE Space Agency signed an MoU on the second day of the event. The two parties will collaborate to further position Dubai Airshow as a key platform for companies and investors in the space sector. The partnership will support organizations looking to establish a presence at future editions of the event and will enable space companies to benefit from the participation, engagements, networking and agreements created at Dubai Airshow.

The agreement will deliver an increased focus on the space industry for future editions of the event highlighting the continued growth and development of the international space sector.

Tawazun Economic Council (Tawazun) and Airbus signed a Memorandum of Understanding (MoU) under which the latter will establish a wholly-owned facility in Abu Dhabi. The formation of the subsidiary is part of Tawazun's efforts to attract and promote long-term partnerships with major companies in the defence, aviation and aerospace sector. Tawazun also signed a Euro 216.9 million deal with Aeroter to purchase 100 VRT500 helicopters.

Timothy Hawes, Managing Director at Tarsus Middle East, organisers of Dubai Airshow 2021 said: "It has been a truly incredible Dubai Airshow. The event has been a real testament to the resilience, robustness and adaptability of the aviation and aerospace industries to come back with such strength after the pandemic. We have seen an industry transition with significant levels of innovation, technological advancement and digital transformation right across the show with many exhibitors displaying brand new solutions. There have also been greater commitments towards sustainability and decarbonisation, which is of critical importance across the globe. The attendance levels of global senior executives from across the industries has also never been higher than this year."





This year, the exhibition hosted a series of free conferences in which more than 250 experts in the aviation sector participated, providing more than 50 hours of trends that focused on nine topics, most notably shipping, sustainability, technology and aerospace.

Latest aircraft, technologies

Boeing, Airbus, Bombardier and Embraer Aviation displayed the latest aircraft and the latest technologies and innovations. A demo of 4 completely new aircraft models was shown, as the Bellwether Industries Company demonstrated the Antelope, a vertical take-off and landing aircraft equipped with hidden propellers. The Russian company Sukhoi displayed the first prototype of the "Sukhoi CheckMate" combat aircraft, which is the international debut of the new generation of Sukhoi aircraft.

Boeing showcased its market-leading range of commercial, defense and service aircraft, in addition to launching its latest, most fuel-efficient

wide-body aircraft, the 777X, for the first time in the world.

Airbus showcased a wide range of its aircraft and advanced technologies, in addition to its services and innovations that pave the way for a sustainable future in the aviation sector.

Mega deals, record orders

The value of Airbus deals in the exhibition is estimated at AED 195 billion, while only confirmed orders for Boeing are estimated at AED 42.1 billion.

The UAE's Ministry of Defence signed AED 22.5 billion worth of contracts with European, American and Asian contractors and suppliers at the Airshow. The UAE Air Force and Air Defence (Afad) on the first day awarded a contract worth AED11 billion to Abu Dhabi-based advanced technology firm Edge Group's subsidiary GAL for the maintenance, repair and overhaul (MRO), and specialised support services for the UAE Airforce and Air Defence.



Some of the notable deals which took place during the event included Airbus which announced orders and commitments totalling 408 aircraft (269 firm orders and 139 commitments). The agreements covered the full range of commercial aircraft families, including a first commitment for the A350F freighter derivative.

Airbus launched its latest global market forecast outlining progressively shifting demand from fleet growth to accelerated retirement of older, less fuel-efficient aircraft resulting in a need for some 39,000 new-build passenger and freighter aircraft. Of these, 15,250 aircraft (around 40%) are for replacements.

Boeing announced an order of 72 of its 737 Max from new Indian airline Akasa Air. It also announced orders for 11 of its 737-800BCF cargo planes from aircraft leasing company Iclease, nine converted 767-300BCF freighters from DHL, and orders for two of its



long-range 777F freighters from Emirates SkyCargo. Boeing received four orders of passenger planes and freighters from Air Tanzania and three of its widebody 777-300 passenger jets from UAE-based aviation services provider Sky One FZE.

Indigo Partners portfolio airlines placed a firm order for 255 A321neo Family aircraft, including 29 XLR. This included Wizz Air ordering 102 aircraft (75 A321neo + 27 A321XLR); Frontier 91 aircraft (A321neo); Volaris 39 aircraft (A321neo) and JetSMART 23 aircraft (21 A321neo + 2 A321XLR).

Kuwait's Jazeera Airways placed an order for 20 Airbus A320neos and 8 A321neos. Deal is valued at \$3.3 billion at list prices.

Emirates shines at Airshow

Emirates airline said its A380 aircraft with the UAE's 50th anniversary livery attracted more than 17,000 visitors.

Emirates, which plans to introduce two new Boeing 777 freighters into its fleet in 2022, signed an agreement with Israel Aerospace Industries (IAI) for the conversion of four Boeing 777-300ER passenger aircraft into full freighters, starting in early 2023.

This year, Emirates' presence at the show included participation in the opening flypast; aircraft static displays; an exhibition stand showcasing its latest cabin products, Emirates Flight Training Academy and the Emirates Aviation University; and offering its renowned hospitality for partners and invited guests in the Emirates Chalet.



Emirates was honoured to welcome His Highness Sheikh Mohammed bin Maktoum bin Rashid Al Maktoum, His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai; His Highness Sheikh Mansour bin Mohammed bin Rashid al Maktoum; His Highness Sheikh Ahmed bin Mohammed bin Rashid Al Maktoum to its Emirates A380 static display.

Emirates' latest four-class configured A380 remained a popular draw, featuring the airline's recently introduced Premium Economy Class cabin, and decorated with the 'United Arab Emirates 50' livery, celebrating the Golden jubilee of the UAE.

The Cirrus SR 22 and Embraer Phenom 100 jets utilized for training flights by the Emirates Flight Training Academy were also on display to visitors.

At the Dubai Airshow, the airline announced a significant investment to retrofit 105 of its Boeing 777 and A380 aircraft with its Premium Economy product, in addition to other cabin enhancements. The entire 18-month retrofit programme, starting in 2022, will take place in Dubai and reinforces the UAE's status as a centre of aviation excellence. Emirates also signed an agreement with Panasonic to deliver a suite of in-flight entertainment (IFE) solutions for its Premium Economy retrofit programme.

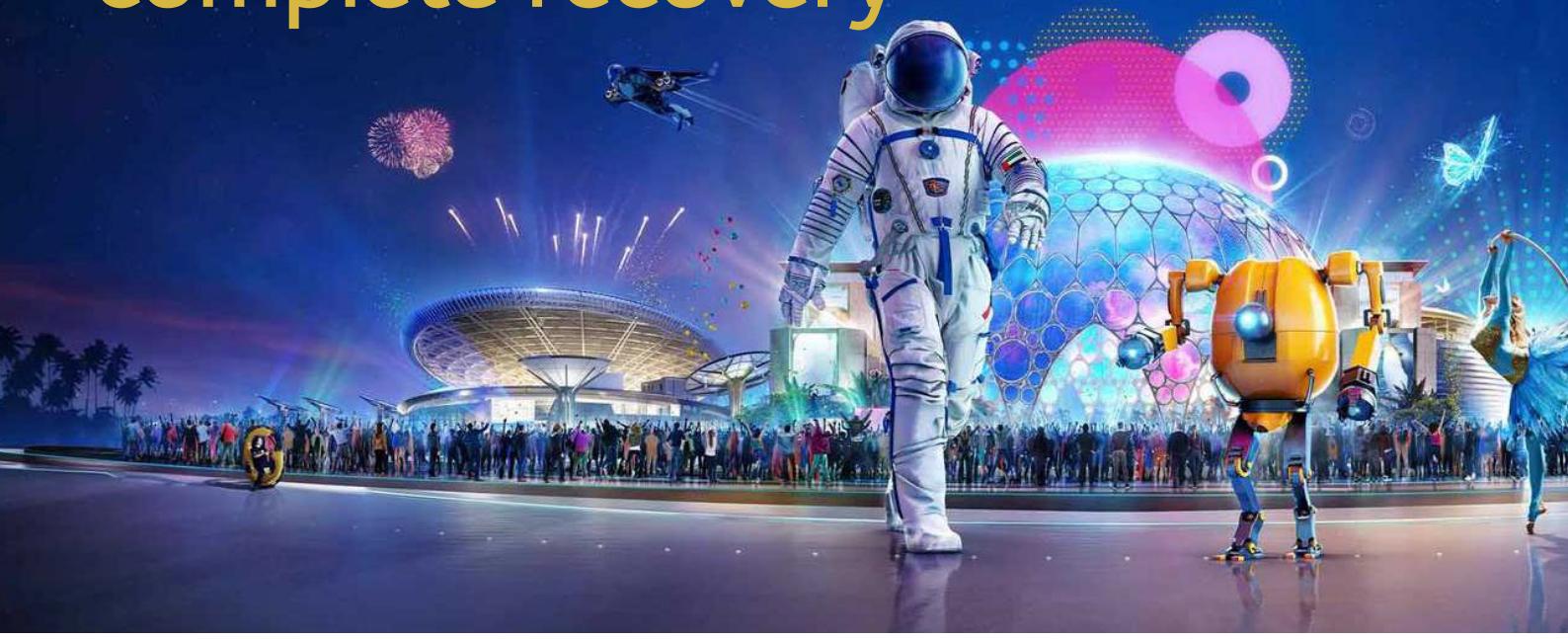
Emirates SkyCargo announced that it will introduce two new Boeing 777Fs into its fleet in 2022, and signed an agreement with Israel Aerospace Industries (IAI) for the conversion of four Boeing 777-300ER passenger aircraft into full freighters, starting in early 2023.

Emirates SkyCargo also signed a milestone agreement with Emirates Post, to develop an e-commerce end-to-end global logistics platform, with a key focus on serving markets in the Middle East, Africa and West Asia.

The Emirates exhibition stand welcomed over 4,000 visitors who were able to experience the airline's game-changing Boeing 777-300ER First Class Private Suite, Business Class and Premium Economy Class seat.



Remarkable impetus for complete recovery



What is noteworthy is the encouraging impact of the Expo on the local economy and the push it gives for an almost complete recovery from the pandemic. The event drives increased sales in a number of sectors as tourism strengthened and investment spending rose.

Expo 2020 Dubai continued to attract record number of visitors as envisaged by the organisers.

The world's greatest trade show recorded 2.35 million visits in the first month of the global event.

All the pavilions are attracting thousands of visitors every day. The pavilions are unique in nature that

draw visitors in thousands daily.

Organisers said 17 per cent of visits came from abroad through UAE airports, mainly Dubai and Abu Dhabi, which gives a boost to the hospitality and retail industries.

What is noteworthy is the encouraging impact of the expo on the local economy and the push it gives for an

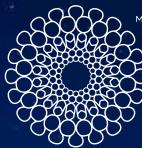
almost complete recovery from the pandemic.

With an estimated windfall of more than \$30 billion in value add, Expo 2020 Dubai is forecast to have a significant impact not only on Dubai's economy but on that of the UAE and the wider Middle East and North Africa (MENA) region well into the future.

In the year that the UAE celebrates the 50th anniversary of its formation as a federation, Dubai and the UAE will be front and centre of the world stage for business and innovation. This is also the year in which Dubai Plan 2021 and the UAE's Vision 2021 plan move closer to fruition – ambitious targets, outlining optimistic and aspirational strategic goals for the economy, people and government.

The event drove increased sales in a number of sectors as tourism strengthened and investment spending rose.





Overall growth

The Expo 2020 has brought a highly welcome upsurge in growth across the private sector in the UAE.

UAE firms enjoyed a marked increase in new business during October, driven by rising spending and tourism amid the opening of the Expo 2020, according to the IHS Markit's UAE Purchasing Managers' Index (PMI).

The increases in both output and new business were sharp and the most marked since July 2019. Output levels rose at the strongest rate for more than two years, while confidence regarding future activity improved markedly.

The Expo 2020 has brought a highly welcome upsurge in growth across the private sector. The increases in both output and new business were sharp and the most marked since July 2019.

The PMI signalled a sharp expansion in business conditions during October that was driven by considerably faster increases in both output and new orders compared to a month ago.



The Expo 2020 has brought a highly welcome upsurge in growth across the private sector. The increases in both output and new business were sharp and the most marked since July 2019

New orders grew sharply in October, driven by a substantial increase in demand as the Expo 2020 began.

Latest data also signalled a slowdown in the overall rate of input cost inflation across the economy. Purchase costs ticked up only slightly, while staff costs fell for the first time since January.

300,000 new jobs

Enhanced economic activity is expected to create nearly 300,000 new jobs in Dubai and throughout the UAE, and attract an entirely new talent pool. Expo 2020 will have a significant impact on the wider region too, with 60 jobs being generated across the MENA region for every one created in the UAE. In total, up to 905,200 job-years are forecast to be supported by the Expo between 2013-2031 – the equivalent to approximately 49,700 full-time-equivalent (FTE) jobs per annum.

“Growing optimism within the local business community and promising economic prospects are being created by Expo 2020 Dubai,” said Hamad Buamim, President and CEO of Dubai

Chamber. Increased government support for the private sector, success in overcoming Covid-related challenges, new business incentives, easing of travel restrictions and higher oil prices are among the other key factors that contribute to the positive outlook.

Rising business confidence

Many small and large events and conferences, such as Dubai Airshow 2021, that will take place alongside Expo 2020 will undoubtedly lift consumer and business sentiment, helping the economy to recover faster from the pandemic.

The beneficiaries are mainly consumer-related sectors, thanks to higher spending by residents and foreign visitors which, in turn, will improve job prospects in the local market. With the opening up of UAE borders, foreign visitors are also emerging as a major contributor towards the rising business confidence, resulting in a pickup in spending in key sectors such as travel and tourism and hospitality.

With the focus moving inevitably towards sustainability (COP26 opens just weeks after Expo 2020 kicks off), the event will be a chance to show off the UAE's green credentials, as it invests heavily in renewable and sustainable energy and promotes green growth. Expo 2020 itself has a target to obtain 50 per cent of its energy requirement from renewables, including the first mega-sized application of integrated solar and photovoltaic generation.

Source: Gulf News, WAM

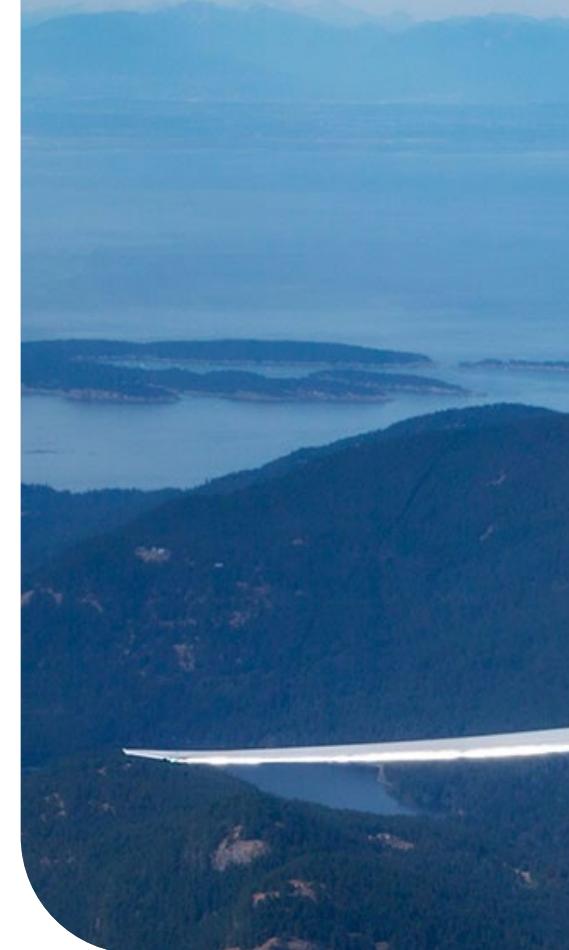
Sir Tim Clark, President, Emirates

Emirates sees clear skies, good tailwind

“ We are recovering on the passenger side and there has always been good demand for freight. We are getting back to normal, and the airline will look to continue to grow. Going forward, it will remain very strong because capacity will be subdued for the next two to five years. I am confident the industry will be restored largely to what it was pre-pandemic,” Tim Clark, President, Emirates

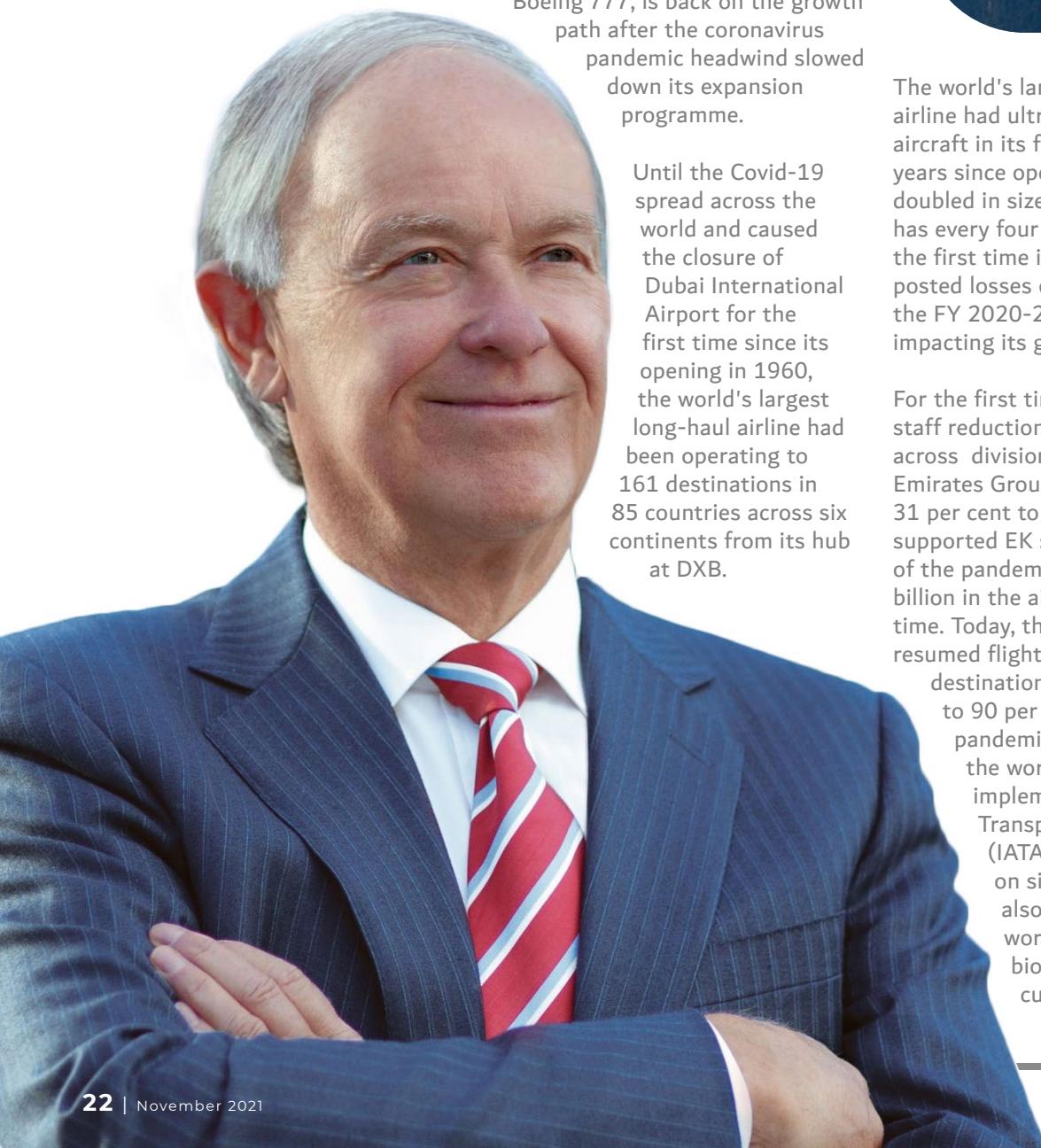
Emirates, the world's largest operator of Airbus A380 and Boeing 777, is back on the growth path after the coronavirus pandemic headwind slowed down its expansion programme.

Until the Covid-19 spread across the world and caused the closure of Dubai International Airport for the first time since its opening in 1960, the world's largest long-haul airline had been operating to 161 destinations in 85 countries across six continents from its hub at DXB.



The world's largest international airline had ultra-modern 269 aircraft in its fleet. In its first 11 years since opening in 1985, it doubled in size every 3.5 years and has every four years since. For the first time in over 30 years, EK posted losses of AED22.1 billion in the FY 2020-21 due to Covid-19 impacting its global operations.

For the first time in its history, staff reductions were made across divisions and the staff of Emirates Group got reduced by 31 per cent to 75,000. Dubai has supported EK since the beginning of the pandemic, investing US\$3.1 billion in the airline during this time. Today, the airline has resumed flights to more than 120 destinations, taking its network to 90 per cent of its pre-pandemic levels. It became the world's first airline to implement International Air Transport Association's (IATA) Travel Pass solution on six continents. It also launched the world's first complete biometric journey for its customers.





The industry will not be that dissimilar. For a while, there may be fewer players as airlines disappear, but new players will come

The airline management says EK will return to profitability in 2022-23 fiscal and it will restore 100 per cent of its pre-pandemic network by mid-2022 as travel restrictions ease and passenger demand recovers. In an interview with the IATA's Airlines magazine, Sir Tim Clark, EK's President, spoke from his heart on various issues and called for the cross-fertilization of ideas from other industries to speed up innovation in the aviation sector.

Excerpts:

What was it like to lead an airline through the pandemic? Are there lessons to take forward?

Back in March 2020, our understanding of the severity of the crisis was just beginning. But nobody had any idea about its

longevity. We had to shut down for three months, but we thought that full operations might be possible in Q4 2020. Unfortunately, the virus wasn't contained as we hoped, and I slowly began to realize that vaccines would be needed. At that stage, there weren't any but given the extent of the resources being brought to bear on the problem from governments and pharmaceutical companies and other stakeholders, it was clear that there would be a vaccine sooner rather than later.

We are getting to the point where the world will soon be double vaccinated, although equality of distribution is a concern, especially as governments see the vaccines as essential to lifting travel restrictions. The situation is also being complicated by the variants. And different governments are taking different approaches at different times. It has become an enormously complex issue and the result is significant damage to the industry in the short and medium-term. But the fallout of the pandemic couldn't have been avoided. Emirates had to lay off

30,000 staff—through no fault of the airline. It was difficult to do as we have only ever expanded. Letting good people go was very hard. At the moment, we are operating about 25 A380s out of a fleet of 117.

Has the crisis shown governments' lack of understanding about air connectivity?

The response from governments has been varied. If you look at US carriers, they received a lot of support. That's not the case in the United Kingdom. Other governments simply don't have the resources to support aviation. The priority has been public health. And aviation wasn't the only industry needing cash. Look at hospitality, for example. The main problem we have had is that every government has taken a different approach. Travel restrictions are changing by the hour. They are on a learning curve, but we all are. And if everybody keeps changing the rules it is near impossible for check-in agents and all those involved in travel to understand the requirements and plan accordingly.

We hope that in 2022 when the vaccine has become ubiquitous across the world that we will see harmonization. But I suspect discrepancies will remain.

Technology can get us to the point where the information you need is right in front of you. And people shouldn't travel where they are concerned about the right of entry. So, this will resolve itself eventually, but airlines are currently dealing with situations that are affecting them badly and that could be avoided.

For Emirates, is it now a case of resuming your pre-COVID strategies or has your vision significantly changed?

In the short term, we had to perform major surgery on the airline. But we are recovering on the passenger side and there has always been good demand for freight.

At the moment, we are operating about 25 A380s out of a fleet of 117. We are getting back to normal, and the airline will look to continue to grow.

Has cargo climbed up the agenda?

I don't think anybody in the industry would dispute that it has been a lifesaver. Capacity has been an issue, but we have seen good yields in part because of that and

air cargo has become the shining light of our business. Going forward, I think it will remain very strong because capacity will be subdued for the next two to five years.

There is a lot of interest in cargo conversions right now but that will take a little time to filter through.

What other challenges are there in Middle East aviation?

Airspace has always been a concern, but work has been done on both the upper and lower levels. The hubs in our region have progressed enormously over the past 20 years or so and all stakeholders have been forced to improve. We used to face inbound delays around midnight, but those have diminished rapidly because air traffic control in this part of the world has got itself into very good shape. It has been a work in tandem with all our partners.

What do you think the global industry will look like in five years' time? Is there a future for business travel, alliances, hub-and-spoke services, and low cost?

I am confident the industry will be restored largely to what it was pre-pandemic, but it may take on different guises in different segments. For example, low-cost long-haul could become stronger due to new longer-range aircraft.



Airlines will be able to fly to places they couldn't before as slots and networks work themselves out. But these are cosmetic differences. Looking ahead, it will be less about business models and operations and more about environmental pressures

I don't think we will see major paradigm shifts, however. The industry will not be that dissimilar. For a while, there may be fewer players as airlines disappear, but new players will come. And airlines will be able to fly to places they couldn't before as slots and networks work themselves out. But these are cosmetic differences. Looking ahead, it will be less about business models and operations and more about environmental pressures. These have gathered speed over the past year. We have to find a way to tell governments and the public about the good work we are doing. This is a great industry that does a great job for



economies but we have to be better at communicating our mitigation efforts.

What would help the industry do a better job for the environment?

There's a lot more we can do at every level. Tree planting is good but that seems to have a limited impact on public perception. And perhaps there could be a mandate for fully electric ground support equipment at airports. These efforts on the periphery never get the credit they deserve though. The main problem is aviation fuel. Sustainable aviation fuels (SAF) would be great if they can be produced at scale. But nobody has yet come up with a viable plan about how to get up to scale and so reduce the price. As for engines, we can probably only get about another 10 per cent out of current technology because the engine manufacturers have done a fantastic job to date. Our flight from Dubai to Los Angeles takes off weighing 600 tonnes. It is very hard to overcome that. We would have to defy the laws of physics to make that flight completely electric, for example. The biggest opportunity is to cross-fertilize science.

What are other manufacturers doing, or the utility sector, or the automotive industry?

We would have a better chance of understanding where we need to go if we looked beyond aviation. What works in one industry might also work in ours. Look at composite materials. The science behind composites has been absorbed by aircraft manufacturers. But how has it been developed in the automotive industry and is there anything we can learn? If we exchange ideas, we have a much better chance of being successful.

Have customer expectations changed? Is the industry in a position to meet those expectations?

I am not worried about the

industry re-establishing itself in two to three years. But customers will be more discerning about travel in the future. To ensure demand, technology, driven by biometrics, will be needed at check-in, immigration, and boarding. Our passengers will expect seamless services because that is what they are getting in other industries. They will expect to be connected to the Internet in the air, especially on long haul flights. And they will want to stream movies. That means we need to solve the problem of bandwidth. Airlines shouldn't overestimate what is necessary, but they must deliver products in a meaningful manner. The trouble is everybody is strapped for cash and taken on debt. That may inhibit innovation. But I see that as the only inhibitor. Ultimately, we must make travel a pleasure and not a concern. The technology exists to make that happen.

How important are New Distribution Capability (NDC) and improved distribution to a seamless travel experience?

How you reach out in the business to consumer (B2C) world is vital. Technology allows us to do it and expand our range of products exponentially. We can now talk to and understand consumers far better than we could 20 years ago. Business to business still works but B2C will become ever more important and take an increasing share of the market. B2C helps refine our products and what we do and when. It is a window on behavioural characteristics. It gives us an immediate measure of whether we are doing something right or wrong. That is what makes it so important. Twenty years after 9/11, the security checkpoint is still a pain point for passengers.

How do we improve the checkpoint and maintain great security?

As mentioned, we have to strive

A380s return to EK's destinations

Emirates, which is the world's largest Airbus A380 operator, has been flying the most A380 flights of any airline. Dubai opened to international travellers in July 2020, ahead of most global tourist destinations, and Emirates responded by adding A380 flights to London and Paris.

Dubai opened to international travellers in July 2020, ahead of most global tourist destinations, and Emirates responded by adding A380 flights to London and Paris. Since then, the A380 has returned to many of the Emirates destinations it has served including the US.

A380 destinations in the US include Los Angeles, New York, San Francisco and Washington with as many as six daily A380 flights to the US planned for December. EK's existing A380 fleet is also in the process of being retrofitted with a new interior that includes enhancements to each cabin and the addition of a premium economy class.

for seamless travel. So, we need to get to a situation where we can do security checks on passengers without them having to take things out of hand baggage or even stop walking. There have to be multiple scanners for both below wing and hand baggage. We will get to that point in 5-10 years as the technology is there to make security all but invisible to the passenger.

Source: IATA

All set to ride a boom of recovery

The UAE's hospitality industry is on its way for a full recovery from the pangs of the pandemic and is all set to reach the 2019 level, boosted by the Expo 2020 success, increased tourist arrivals and visa rule changes.

The UAE's hospitality industry is all set to ride a boom of recovery in the travel and tourism sector owing to the rebound in air passenger traffic in 2021 and the strength of the existing and emerging demand.

Dubai Expo 2020 has proved a catalyst that accelerates the recovery in the UAE's hospitality industry which will restore the industry back to the 2019 levels.

The Expo is fueling medium- and long term growth within the hospitality sector.

Occupancy rates at Dubai's hotels are already close to pre-pandemic levels. Hotel occupancy is set to rise by 77 per cent year-on-year, with RevPAR (Revenue Per Available Room) rising by an even stronger 86 per cent, according to hospitality industry data provider STR.

Already, Dubai ranks second globally in terms of hotel occupancy with hotels enjoying 61 per cent average occupancy levels in first seven months of 2021, according to the Department of Tourism and Commerce Marketing (DTCM).

According to the latest forecast from the hospitality-industry data provider STR, room supply is expected to grow by 3.6 per cent year-on-year in Q4. The uplift that the event provides will resonate across the UAE, with hotel occupancy expected to rise in Abu Dhabi as well as Dubai.

"Those factors are likely to continue to support the tourism market into the first quarter of next year, helping place the market back on to a more normalised footing after the impact of the

pandemic on this economically important sector.

Bumper winter

All signs point to a bumper winter for UAE's hotels. "We have started to see a lot of enquiries and received bookings for the last months of 2021 across our hotels, especially at our Uptown properties as they are closer to the Expo site," said Mark Kirby, Head of Hospitality, Emaar Hospitality group.

"We believe that the fourth quarter will be our strongest period like every year on the backs of Expo, Christmas and New Year. [And] we are also gearing up to celebrate UAE's Jubilee Year in December."

Dubai hotels' September revenue per available room (RevPar) – a key performance metric calculated by multiplying a hotel's average

daily room rate by its occupancy rate – more than doubled, up 117 per cent year-on-year, to Dh271.85 (\$74), according to STR data.

Dubai was one of the first cities globally to re-open its markets and businesses in July 2020 and continues to stay open, while ensuring strict compliance with health and safety measures.

The UAE also has one of the world's highest per capita Covid-19 vaccination rates. Covid-19 cases in the UAE fell to below 75 for the first time in 565 days, according to official figures. "This bodes well for potential further loosening of restrictions with other countries, which will likely translate into higher tourist inflows with gateways where those travel restrictions are loosened," according to the travel sector outlook by Emirates NBD.

Quick recovery

The pandemic has affected the travel and tourism industry worldwide, but the UAE is one of the few markets that has the potential to recover quickly. According to HVS' Hotel Valuation



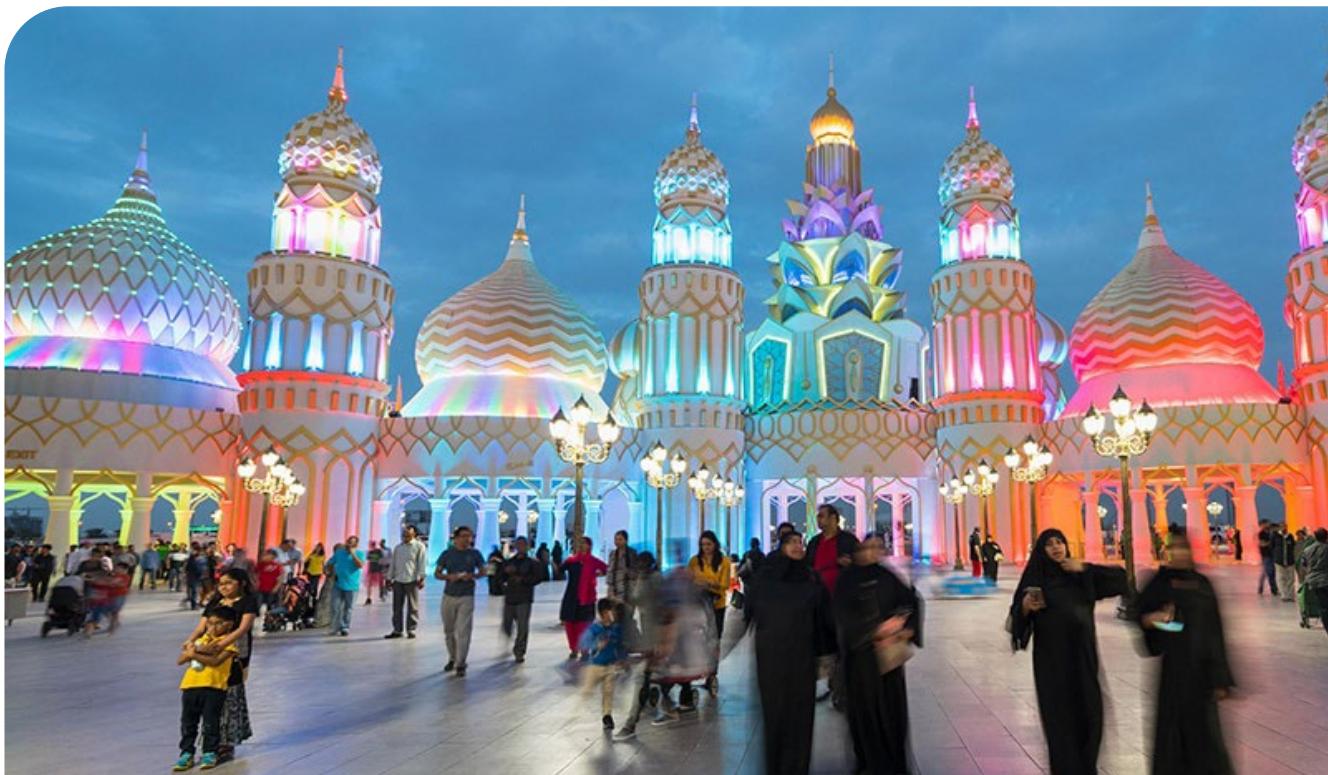
Global consultancy Colliers:

Dubai is expected to see the opening of about 40 per cent of 2021 forthcoming supply in the fourth quarter.

Index for the MEA region, Dubai has an approximate 31,000 hotel rooms lined up over the next four years. Abu Dhabi has 2,500 over the same period.

"Barriers to travel have lessened – and the UAE has been one of the few destinations that has been able to remain open with limited restrictions because of dropping case counts," said Philip Wooller, Area Director for the Middle East and Africa at the consultancy STR.

The UAE resumed issuing tourist visas for fully vaccinated people from all countries as of August 30. Tourist visa applicants must be fully vaccinated with one of the vaccines approved by the World Health Organization (WHO).





Radisson Hotel Group is reinforcing its presence in the region with the addition of two new openings in the pipeline before the end of 2021 with over 75 hotels in operation and under development in the region

Demand for domestic air travel is leading the recovery, with intra-regional markets expected to follow as health and travel restrictions ease, followed by long-haul travel's return to pre-pandemic levels by 2023 to 2024, said the outlook report by Boeing.

31,000 rooms

The Dubai hospitality industry is all set to grow exponentially with over 31,000 rooms joining the market. Due to such remarkable growth, many hospitality jobs are also rising in a dramatic way.

Major hotel chains have put in place strategic plans to cash in on the arrival of thousands of guests.

Global consultancy Colliers said Dubai is expected to see the

opening of about 40 per cent of 2021 forthcoming supply in the fourth quarter.

It said the branded hospitality market in UAE reached 108,040 keys by the end of second quarter of 2021, with Dubai being the largest contributor to the new supply followed by Abu Dhabi.

"The supply in the market is expected to increase at a CAGR (compound annual growth rate) of eight per cent between 2021 and 2023. This will introduce an additional 17,470 keys to the market," the report said.

Colliers predicted that the number of hotel rooms in the UAE are projected to increase from 111,390 in 2021 to 119,940 in 2022 and 128,860 a year later.

Expanding hotel chains

Al Khoory Hotels is getting ready to open its sixth hotel — Al Khoory Sky Garden — in Dubai as Expo 2020 has started to attract international tourists to the UAE.

Dubai's Kempinski Hotel Mall of the Emirates is hoping to get back to the 2019 occupancy levels in the fourth quarter of this year, according to General Manager Slim Zaiane, who spoke to Arabian Business. He said



demand was being fuelled by Expo 2020 Dubai.





Colliers predicted that the number of hotel rooms in the UAE are projected to increase from 111,390 in 2021 to 119,940 in 2022 and 128,860 a year later

Radisson Hotel Group is reinforcing its presence in the region with the addition of two new openings in



the pipeline before the end of 2021 with over 75 hotels in operation and under development in the region.

“As part of Radisson Hotel Group’s five-year expansion and transformation plan, the dynamic group is thrilled to announce its outstanding growth across the Middle East as it is set to reinforce its position as a global leader across the region, striving to reach 100 hotels by 2025,” said a statement.

Radisson Hotel Group’s regional expansion is spearheaded by the opening of two new resort properties across the UAE, including the brand’s entry into Ras Al Khaimah with

the opening of the first Radisson property. Located at Al Marjan Island, Ras Al Khaimah’s first manmade archipelago, the resort will allow guests to enjoy breathtaking views of the Arabian Gulf. The beach resort will consist of two buildings offering 408 rooms and an impressive collection of dining outlets, expected to open by Q4 2021.

The group has also announced its first resort property set to open on Dubai’s Palm Jumeirah in Q1 2022. The property will feature 389 rooms and five unique food and beverage outlets.

Sources: Hotel & Catering News, STR, Hotelier, S&P



A strategy to attract tourists with disability



Tourism for Everyone
Dubai Accessible Tourism International Summit

The Dubai Accessible Tourism International Summit (DATIS), scheduled to be held in Dubai in 2022, is the right forum to explore in entirety the tourism industry's high-potential segment and debate threadbare ways to navigate through the challenges, travel behaviours and best practices.

Dubai is building a global community surrounding tourism and innovation with a universal accessibility strategy and action plan to welcome all global travellers, including disabled persons.

The accessibility will allow the disabled travellers and seniors to visit the emirate without the anxiety of having accessible hotel rooms, rapid transport systems, taxis, shopping malls, restaurants and touristic facilities which include the world's top 10 highest and largest attractions.

Dubai has taken on itself the gigantic task of making the city wheelchair-accessible and the emirate is steaming ahead to make itself a fully accessible destination by removing barriers and obstacles which includes modifying more than 1,000 existing buildings.



The Dubai Accessible Tourism International Summit (DATIS), scheduled to be held in Dubai in 2022, is the right forum to explore in entirety the tourism industry's high-potential segment and debate threadbare ways to navigate through the challenges,

travel behaviours, best practices, experiences, employment, system deficiencies and new growth opportunities.

People with disabilities are at their happiest when they take a holiday and enjoy the sights and sounds of new destinations. On average, disabled adults travel over half the distance per year travelled by adults without a disability. Around 88 per cent of people with a disability take a holiday each year, accounting for about 8.2 million overnight trips. In the US alone, \$17.3 billion is spent by adults with disabilities on travel each year while \$8 billion is spent annually by them in Australia. The UK is home to 13.9 million disabled people.

Accessible Tourism is a key for attracting this important segment as the future growth of the tourism industry also depends on how





The number of people with disabilities in the world is more than 785 million or nearly 15 per cent of the world's population

appropriate products and services are provided to target tourists with accessibility needs.

The number of people with disabilities in the world is more than 785 million or nearly 15 per cent of the world's population. Over 50 million people with disabilities reside in the Middle East, of which the UAE is the second biggest and diversified economy and the most vibrant tourism destination.

Globally, the tourism industry is being developed in bits and pieces when it comes to facilities and services for physically challenged tourists. The world has about 30 most-visited destinations with France topping the list with over 83 million tourists and the UAE standing 24th with Dubai in 2019 attracting over 16.73 million visitors who a year earlier spent US\$30.82 billion and making it the world's fourth most-

visited city for the fifth consecutive year in MasterCard's Global Destination Cities Index.

Scores of destinations on the planet including Dubai stands out for their disabled-friendly infrastructure, facilities and services. The world's population is ageing. By 2050, people over the age of 60 are expected to account for 21 per cent of the global population. About half of them will have a disability, making this the largest community of persons with disabilities, and one of the most neglected.

As an increasing number of people with disabilities travel and explore the world, Accessible Tourism has emerged as a potential market segment for the tourism industry. Developing barrier-free destinations through providing new or improved facilities and services is an important step

by the stakeholders. Accessible Tourism is yet to be tapped to its full potential despite several destinations making progress in expanding the market.

Tourism competitiveness involves planning, investing and studying the extent of adequate accessibility. A study of 17 Latin American countries during 1995 and 2015 finds the component of accessibility increased international tourism demand and broadened their competitiveness. Improved accessibility has the potential of increasing the usability and enjoyment of touristic sites, services and products, and capturing a new segment of the tourist market.

In July 2021, the International Organization for Standardization (ISO) published the world's first standard on accessible tourism offering guidelines to ensure access and enjoyment of tourism for all on an equal basis. This is a pioneering, cross-cutting standard on an international level, focusing on accessible tourism throughout the whole value chain of the tourism sector.

Until 2022, the UNWTO along with two other organizations will be carrying out campaigns to stress the harmonization of accessible tourism on a global scale. This worldwide standard is the outcome of the work of 85 experts from more than 35 countries and five relevant organizations.



Airlines to sharply lower losses in 2022

Total passenger numbers are expected to reach 2.3 billion in 2021 and 3.4 billion in 2022, significantly below the 4.5 billion travellers of 2019, says IATA which projects a sharp reduction in industry losses in 2022.



Global airlines have projected a sharp reduction in industry losses in 2022 as a multi-speed recovery from the coronavirus pandemic crisis gets underway, according to IATA.

It revised up the financial toll inflicted by the pandemic in 2020 and 2021. Net industry losses are expected to reduce to \$11.6 billion in 2022 after a \$51.8 billion loss in 2021. Net 2020 loss estimates have been revised to \$137.7 billion. The total industry losses in 2020-2022 are expected to reach \$201 billion. Demand (measured in RPKs) is expected to rise to 61 per cent in 2022.

Total passenger numbers are expected to reach 2.3 billion in 2021. This will grow to 3.4 billion in 2022, significantly below the 4.5 billion travellers of 2019. Robust demand for air cargo is expected to continue with 2021 demand at 7.9 per cent and will grow to 13.2 per cent above 2019 levels for 2022. Remarked Willie Walsh, IATA's Director General: "The magnitude of the Covid-19 crisis for airlines is enormous. To survive, airlines have dramatically cut costs and adapted their business to whatever opportunities were available.

We are well past the deepest point of the crisis. Though serious issues remain, the path to recovery is coming into view.

Aviation is demonstrating its resilience yet again."

The air cargo business is performing well, and domestic travel will be near pre-crisis levels in 2022. The challenge is international markets, which remain severely depressed as government-imposed restrictions continue.

Re-establishing global connectivity, the 11.3 million jobs (pre-Covid-19) in the aviation industry and the US\$3.5 trillion of GDP associated with travel and tourism should be priorities for governments across the world.

The passenger business will contribute US\$227 billion to industry revenues in 2021, rising to US\$378 billion in 2022. Cargo revenues are expected to rise to a record US\$175 billion in 2021 with US\$169 billion expected in 2022.

Middle Eastern carriers will see very limited improvement in their financial performance from a US\$6.8 billion loss in 2021 to a US\$4.6 billion loss in 2022. Without large domestic markets, the region's major carriers rely significantly on connecting traffic, especially to Asia-Pacific which has been slow to re-open to international traffic.

Source: IATA





Aviation activity in UAE gains momentum

The average aviation activity in the UAE rose from 1,238 flights at the end of 2020 to 1,538 flights in September 2021, an increase of some 24.5 per cent, according to the General Civil Aviation Authority (GCAA).

This significant increase happened before the Expo 2020 Dubai that showcases the Arab world's second-biggest economy and tourism and aviation hub to the entire world.

The civil aviation sector is expected to grow further during the six-month Expo, the world's third-largest event after the Olympics and FIFA World Cup, the UAE's Golden Jubilee celebrations and the start of the winter holidays. The aviation regulator says the UAE's national carriers travel to 108 countries due to the logistical services provided at 10 registered airports. It also highlighted the significance of the aviation sector that contributed US\$47.4 billion to the national economy, accounting for 13.3 per cent of the GDP.

The GCAA supported strategic partners and carriers during the critical period when the Covid-19 pandemic affected the entire world, to allow the sector to regain its previous operational levels.

Emirates and flydubai are now operating to 90 per cent of their destination networks. The UAE has achieved a 98.86 per cent compliance rate in aviation safety as monitored by the International Civil Aviation Organisation (ICAO).

The UAE has consistently maintained the first position in ICAO audits of



133 countries until 2021, by utilising innovation and development and focussing on performance.

The UAE is ready to be the world's leading destination for travellers over the next six months during the Expo 2020 Dubai.

The hotel sector has regained its pre-pandemic reservation rates. The total number of passengers travelling to the UAE grew in August 2021 to over 2.5 million compared to 814,000 in the same period of 2020, surging by 207 per cent. There had been an increase in August with 45,953 flights.

The UAE leads the list of countries in terms of vaccine distribution rate with 79.3 per cent of the population is fully vaccinated until mid-September with the percentage of those who received the first dose being 90.5.

The hotel reservations in the UAE already witnessed significant growth before the Expo 2020 Dubai.

The hotel booking website, WEGO, registered over 500,000 searches for flights and hotel reservations for the city during the event period.

Source: WAM

India is now Dubai's second-biggest trade partner



India has emerged as Dubai's second-biggest trading partner after China with the overall volume touching AED38.5 billion in H1 2021. The emirate had a trading volume of AED86.7 billion with China in H1 2021, followed by India and the US at third position.

Trade with India grew 74.5 per cent year-on-year to AED67.1 billion from AED38.5 billion in H1 2020. China recorded 30.7 per cent growth year-on-year with total trade with Dubai standing at AED66.3 billion in H1 2020. In H1 2021, the US traded AED32 billion with Dubai, an increase of one per cent year-on-year from AED31.7 billion.

Saudi Arabia came fourth with AED30.5 billion, up 26 per cent from H1 2020, followed by Switzerland at AED24.8 billion. The total share of the five biggest trade partners in H1 2021 amounted to AED241.21 billion compared to AED185.06 billion in H1 2020, up 30.34 per cent.

Gold topped the list of commodities in Dubai's external trade at AED138.8 billion, accounting for 19.2 per cent

of Dubai trade, followed by telecoms at AED94 billion or 13 per cent. Diamonds came third in the list at AED57.3 billion (eight per cent), followed by jewellery at AED34.1 billion (4.7 per cent) and vehicle trade at AED28 billion (4 per cent).

Dubai's non-oil external trade surged 31 per cent in H1 2021 to reach AED722.3 billion from AED550.6 billion in the corresponding period in 2020. Exports grew 45 per cent year-on-year in H1 2021 to AED109.8 billion from AED75.8 billion. Imports rose by 29.3 per cent year-on-year to AED414 billion from AED320 billion.

Re-exports grew 28.3 per cent year-on-year to AED198.6 billion from AED154.79 billion. This reinforced Dubai's status as one of the world's fastest-growing business hubs.



"Dubai's existing sea and air network will be expanded to cover 200 new cities around the world. We are confident that we will continue to build on our growth momentum to achieve our ambitious sustainable development projects and plans," said His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai.

Source: Swarajya

UAE-India air traffic among Top 10 country pair list

The UAE-India air traffic sector, one of the busiest international corridors on the planet, is back in the Top 10 list of country pairs with airlines flying around 1.2 million seats in September, making



it the eighth busiest international route, according to data by OAG, a UK-based aviation data firm.

The UAE-India sector, the second busiest country pair globally from January to April, till the second Covid-19 wave disrupted the trend, will see a sustained surge in traffic as the UAE hosts the Indian Premier League (IPL) cricket tournament, followed by Expo 2020 and ICC Men's T20 World Cup 2021.

With the resumption of flights, after the UAE reopened its borders for fully vaccinated visitors on

August 30, and given the fewer number of frequencies compared to pre-Covid-19 days, airfares in the sector have skyrocketed, with the cheapest return ticket on non-stop flights from Mumbai to Dubai for travel starting at AED3095. Pre-pandemic, Mumbai-Dubai return fare began at AED1298 for a round trip. In September 2019, airlines flew 32 per cent more seats between India and UAE as compared to September 2021. India-UAE travel recovery has been three times faster than expected.

Source: Khaleej Times



flydubai launches twice-weekly flights to Sohar

Budget carrier flydubai will launch flights to Sohar in Oman, becoming the first carrier to operate this route from Dubai. This is the carrier's third destination in Oman, alongside Muscat and Salalah. flydubai will operate twice-weekly flights from DXB's Terminal 2.

Sohar is a port city known for its cultural heritage and trading. This new direct route will enable free flows of trade and tourism and strengthen direct air links between Oman and the UAE.

Ghaith al Ghaith, CEO at flydubai, said: "With demand for travel returning and as more countries continue to lift restrictions on international travel, we are pleased to announce the start of flights to Sohar in Oman. We are excited to further grow our network and give passengers more options to travel in the region while welcoming passengers from Oman, especially those looking to visit Expo 2020 in Dubai."

flydubai has a network of more than 90 destinations in 50 countries served by a fleet of 54 aircraft. It opened more than 70 new routes that did not previously have direct air links to Dubai or were not served by a UAE national carrier from Dubai. It operates a single fleet-type of 54 Boeing 737 aircraft.

Source: Zawya

Smartwings resumes scheduled Dubai flights



Czech Republic carrier Smartwings has resumed direct flights from Prague to Dubai. The route will be operated by a Boeing 737 MAX aircraft daily under the winter flight schedule.

People can purchase flight tickets on the Smartwings and Czech Airlines websites and at flight ticket vendors, said a statement. Smartwings offer scheduled flights to Dubai also from Bratislava. Under the winter flight schedule, Smartwings will offer services from Prague to Hurghada and Marsa Alam (Egypt). Charter flights will be dispatched to Oman in Salalah and Tunisia. The largest Czech

airline operates flights also from airports in Poland, France, Hungary, Slovakia and the Canary Islands.

Smartwings Group, which operates a fleet of 44 aircraft, offers flights from the Czech Republic to 60 destinations. Smartwings offers its passengers not only favourably priced flight tickets to DXB but also attractive departure times as a great option for those who use the city as a transfer point when travelling to the Maldives, Mauritius, Phuket, Seychelles, Colombo, Muscat, Mumbai and Bangkok, the statement said.

Source: Travel Daily News



DAFZA and Dubai South sign e-commerce deal

As part of the unified efforts towards positioning Dubai as a global logistics hub for cross-border e-commerce operations, Dubai Customs has signed cooperation framework agreements with Dubai Airport Freezone Authority (DAFZA), Dubai CommerCity and Dubai South to leverage their e-commerce capabilities and boost the growth of this business sector in Dubai.

These entities will be able to use and integrate various Dubai Customs services and benefits available on its cross-border e-commerce platform. The Dubai

Customs had launched a Cross-Border E-Commerce Platform using blockchain technology to integrate and automate operations between customs, free zones, logistics and courier companies. It is the first of its kind in the region designed to encourage e-commerce companies to set up business operations in Dubai.

Dubai plans to raise the share of domestic and regional distribution of e-commerce trade to about AED24 billion by 2022, through a 20 per cent reduction in e-commerce operational costs.

Source: WAM

EK transports 250 million Covid-19 vaccines to 75 cities



Emirates SkyCargo, the freight arm of the world's largest long-haul airline, has moved more than 250 million doses of Covid-19 vaccines. Between October 2020 and September 2021, it transported the vaccines to 75 destinations through Dubai.

Emirates (EK) has been a key transporter of vaccines given DXB's status as a major aviation hub. Earlier, it became the first airline cargo operator to ship 150 million doses of Covid-19 vaccines. In April 2021, one out of every 20 Covid-19 vaccine doses administered around the world got transited through Dubai and had flown on an EK aircraft.

The carrier expanded its cool room infrastructure with 94 airline pallet positions at its EU GDP certified dedicated pharma facility at DXB. The extended cool room provides additional capacity in a temperature-

controlled environment (2-25 degrees Celsius), allowing for the equivalent of between additional 60-90 million doses of COVID-19 vaccines to be stored at any one point in time.

As part of the Dubai Vaccine Logistics Alliance, Emirates SkyCargo had joined hands with DP World, International Humanitarian City and Dubai Airports to combine expertise and strengths to expedite the movement of vaccines to developing nations through Dubai. It also entered into a deal with UNICEF to facilitate the distribution of Covid-19 vaccines.



In May 2021, Emirates SkyCargo set up the Emirates India Humanitarian Airbridge and donated cargo capacity to transport essential supplies including oxygen cylinders, concentrators and relief tents free of charge on flights from Dubai to Indian destinations. EK's pharma volumes have continued to grow over the years and to date have transported more than 400,000 tonnes of pharma cargo under our Emirates Pharma umbrella.

Source: Gulf News



Saudi airports operating at full capacity

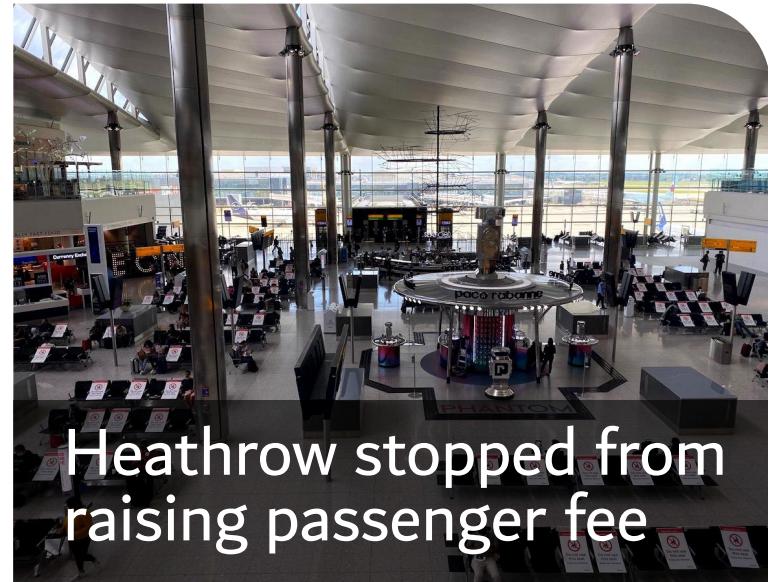
Saudi Arabia has started operating its airports at full capacity for both domestic and international flights. The General Authority of Civil Aviation (GACA) says all travellers will be required to verify their immunity status, using the contact tracing app Tawakkalna. The decision comes as the kingdom relaxes measures introduced to curb the spread of Covid-19.

This is the first time the kingdom has allowed airports to operate at full capacity since the coronavirus pandemic began in 2020.

Saudi Arabia has removed the requirement for masks and social distancing in open spaces after a decline in the number of Covid-19 cases. However, people are no longer obliged to wear masks in open spaces, except at the two holy sites in Makkah and Madinah.

There are 27 airports in Saudi Arabia with scheduled flights, with the biggest airport being Jeddah's King Abdulaziz International Airport with flights to 106 destinations in 43 countries. The south terminal is reserved for Saudi Arabian Airlines flights only. The airport as a whole serves around 12 million passengers a year. With a total of four terminals, one of the world's tallest air control towers, a mosque and two parallel 4,205-square-metres-long runways, King Khaled Airport serves as the gateway to Saudi Arabia's largest city. The new Terminal 5 handles more than 12 million passengers a year.

Source: Reuters



Heathrow stopped from raising passenger fee

The UK aviation regulator, the Civil Aviation Authority (CAA) has not allowed Heathrow, Britain's biggest airport, to raise passenger charges as airlines opposed its scale as both the hub and carriers battle to recover coronavirus pandemic-linked losses.

At present, Heathrow, one of the largest international aviation hubs can charge up to £22 per passenger for the cost of operating terminals, runways, baggage systems and security. It wanted that to rise to as much as £43 in January. However, the regulator says it will be capped at £24.50 to £34.40 for five years. An interim figure of £30 has already been set for 2022.

The move comes as the aviation industry is struggling to recover from the impact of the coronavirus pandemic. In 2020, Heathrow reported a £2 billion annual loss after passenger numbers during the pandemic dropped to levels last seen in the 1970s.

Airlines have always complained that Heathrow charges are too high, even two decades ago, when they were cheaper than comparable large airports, and the collapse in traffic following the pandemic has only made that feeling worse. The CAA also

reconfirmed its earlier decision on Heathrow's regulated asset base that determines how much money the airport can recover from its customers through charges. This will now rise by £300 million, rather than the £2.3 billion requested by the company.

The plans will be subject to consultation until mid-December, with a final decision in January. If the airlines that use Heathrow or the airport itself want to contest the plan, they can then take the matter to the competition regulator, the Competition and Markets Authority.

The decision exasperated Heathrow's biggest airline customer, British Airways owner IAG, which has long criticized the fees charged by the airport, saying it is already the most expensive hub airport in the world. Heathrow, which in 2020 lost its crown as Europe's busiest hub to Paris, also criticized the CAA's decision, saying the fee increase was inadequate and would undermine investor confidence. Heathrow is owned by investors including Spain's Ferrovial, Qatar Investment Authority and China Investment Corporation.

Source: Reuters



Travellers will demand more from airport experience: Survey

Travellers of the future will demand more from their airport experience than ever before, according to the latest research by Airport Dimensions that surveyed more than 6,000 global travellers to gain a better understanding of their current and future expectations from their airport journey.

The study says airports, as the world turn the corner on the Covid-19 pandemic, are putting increasing efforts into meeting passenger demands that have evolved with the experience of the coronavirus pandemic.

The study, Tomorrow's Traveller, Tomorrow's Airport Experience, found that 62 per cent of respondents see the airport as an enjoyable and important part of their overall journey, an increase of two per cent from the 2019 research.



The number of travellers dissatisfied with the airport experience also fell from 14 per cent to 12 per cent, hinting that the majority of those that have continued to travel during the pandemic have enjoyed their airport experience.

The research also highlighted how airports must adapt quickly to meet future traveller demands, some of which have changed dramatically. Nearly three-quarters of travellers (72 per cent) are in favour of replacing commercially important retail space with other facilities such as more seating areas or bars and restaurants. Convenience and the role of digital is also a clear priority, with 71 per cent of travellers agreeing that the ability to access airport services using a single app would improve their experience.

The research said 13 per cent of travellers have dropped out of their frequent flyer programme relationships, while 26 per cent have no form of interaction with airports at all before, during or after their journey. Airport retail and commercial landscape will become more digitally enabled, more experiential and deliver more immersive experiences that will bring brands to life in new, exciting ways for travellers.

Source: Moodie Report



Airport advertising begets best value for brands

Airport advertising delivers the highest perceived value for brands when compared to online display, social media, TV and Press advertising environments, according to a global research by JCDecaux, the number one outdoor advertising company worldwide.

The research by the independent research agency ResearchBods for JCDecaux Airport has been carried out among 6,000 consumers in five advertising markets: China, France, Germany, the UK and the US. On an index basis, the airport audience scored 111 for perceived value (TV 101, Print 100, Mobile 95 and Website 94) and 113 for prestige (TV 99, Print 98, Mobile 99 and Website 99), compared to the average for all researched advertising environments.

JCDecaux is present in 3,670 cities with more than 10,000 inhabitants. It has a daily audience of more than 840 million people in more than 80 countries. It has 964,760 advertising panels worldwide and is number one worldwide in transport advertising with 156 airports and 249 contracts in metros, buses, trains and tramways (329,790 advertising panels). It is number one in outdoor advertising in the Middle East with 15,350 advertising panels.

Source: Global Newswire

MEA starts trial of in-flight Live TV service



Lebanon's Middle East Airlines (MEA) has started a two-month trial of in-flight Live Television service by Panasonic Avionics.

The service had been rolled out on its fleet of nine Airbus A321neoLR aircraft on October 1, offering passengers access to a wide range of premium news and live sporting events. The integrated service enables passengers to watch news channels including the BBC World and CNN International, along with a live sporting action in partnership with Sport 24, the world's first and only live inflight sports platform. It broadcasts 24-hours a day, 365 days a year, connecting airline passengers

to over 16 hours of premium live content from over 30 different global sports leagues each day.

All aircraft are equipped with state of the art in-flight entertainment technology with Audio and Video-On-Demand. Personal video and a multitude of music and movie channels are available in Cedar and Economy Class Cabin.

The Live Television service on MEA's aircraft will be powered by Panasonic Avionics' in-flight connectivity services, and broadcast through its eX1 in-flight entertainment platform, both of which were launched on the carrier's A321neoLR fleet in 2020. MEA flies to 32 international destinations in Europe, the Middle East and West Africa from its hub in Rafic Hariri International Airport in Beirut. A member of the SkyTeam Alliance and Arab Air Carriers Organization (AACO), it has a fleet of 23 aircraft - A330-200s and A320-200s.

Source: Future Travel Experience

ME airlines will need 1,570 jets till 2040

US aircraft manufacturer Boeing has forecast the requirement of 3,000 new commercial jet deliveries worth US \$740 billion in the Middle East in the coming 20 years.

The airlines in the region will need 1,570 wide-body jets until 2040 to service a growing network in the long term. It says the market being remaining stable comes despite the

global economy's hobbled recovery from the coronavirus-induced slowdown.

The forecast in 2021 Commercial Market Outlook for the region is slightly up from the previous year's demand for 2,945 aeroplanes. Of the 3,000 new aircraft deliveries, 53 per cent will be narrow-body, single-aisle models such as the Boeing

737 and Airbus A320 models. The current single-aisle fleet of 660 aircraft is forecast to nearly triple to 1,750 jets by 2040. The region's airlines will need 1,570 wide-body jets in the next 20 years to service a growing network of international routes

in the long term. Twin-aisle jets will comprise 44 per cent of all deliveries by 2040, the highest proportion of any other region.

The passenger air traffic of Middle East carriers is expected to more than double at an average of 4.1 per cent every year through 2040. It forecasts the region will require about 196,000 new aviation workers by 2040.

These include 54,000 pilots, 51,000 technicians and 91,000 cabin crew members. The Chicago-based multinational forecast demand for 43,610 new aeroplanes valued at US\$7.2 trillion by 2040, an increase of about 500 aeroplanes over the previous year's forecast.

Source: The National



ME airlines to suffer \$11.4 billion losses in 2021-22

Airlines in the Middle East region are expected to see a very limited improvement in their financial performance from a US\$6.8 billion loss in 2021 to a US\$4.6 billion loss in 2022 as the coronavirus pandemic continues to impact.

According to the International Air Transport Association (IATA), major carriers in the region, without large domestic markets, rely significantly on connecting traffic, especially to Asia-Pacific that has been slow to re-open to international traffic.

In 2020, Middle East airlines posted losses of US\$7.1 billion; a loss of US\$68.47 for each passenger flown. With traffic at less than 20 per cent of 2019 levels, the cash burn continues even with severe cost-cutting.

Airlines in the region received US\$4.8 billion in government aid in 2020. Most of this support (US\$4.1 billion) was distributed through direct cash injections. Several airlines in the Middle East continue to remain at risk of bankruptcy or business administration.

Of the 24 airlines from the Middle East, the largest airlines are Emirates, Saudia, Qatar Airways, Etihad Airways, flydubai and Oman Air. The passenger numbers of Emirates, Qatar Airways and Etihad Airways (Gulf carriers / ME3 carriers) have grown enormously in the last 10 to 20 years.

Source: Hotelier Middle East



Jordan to launch new airline

Investors from Saudi Arabia and Jordan are starting a new airline, Fly Aqaba. The private sector-owned carrier will be based in Aqaba. Fly Aqaba's launch date is being worked out.

The airline will begin with two aircraft. The Jordan Times reported that the Aqaba Special Economic Zone Authority (ASEZA) and the Fly Aqaba signed a US\$20 million investment deal to establish the airline. It will be based out of Aqaba Airport, also known as King Hussein International Airport.

The company will operate flights to the Jordanian capital of Amman along with Europe, the Arabian Gulf and other destinations in the Middle East.

The airline's goal is to facilitate tourist access to the "Golden Triangle" of Jordan which consists of the popular destinations of Aqaba, Petra and Wadi Rum.

Aqaba is a coastal city in the south of Jordan known for its diving and watersports.

The airline is currently waiting for the necessary licenses required from the Civil Aviation Regulatory Commission. The airline had planned to launch in 2019. Aqaba, 330 kilometres from the capital, Amman, is Jordan's only seaport and maritime link with Saudi Arabia, Egypt and Israel.

Source: Simple Flying



Time for Travel Pass



Willie Walsh
Director-General
IATA

The Covid-19 pandemic has devastated the aviation industry. In 2020, airlines globally lost US\$138 billion. Losses will reduce to \$52 billion this year. We expect a further reduction to a \$12 billion loss in 2022. Add that up, and the toll that the pandemic will take on industry finances tops \$201 billion.

In a century of commercial aviation that has been marked by many crises, the dimension of this one is beyond compare. We are, however, past the worst point. And we can see a path towards normality. The cargo business is already operating at eight per cent above pre-crisis levels. Air cargo has been a lifeline for many—delivering vaccines, PPE, medical equipment and even e-commerce.

Where governments have not restricted travel, the passenger business recovery has been swift. Domestic markets are expected to reach nearly 75 per cent of pre-crisis levels by the end of 2021, but international travel is only expected to reach 22 per cent. Next year we expect domestic markets to be nearly at pre-crisis levels. But international travel will lag at just 44 per cent. We are moving in the right direction, if not as fast as we would like to go.

Our vision for re-establishing air connectivity is based on: governments making vaccines available to all as quickly as possible; freeing those vaccinated of all restrictions; establishing sensible testing regimes for those unable to access vaccine; using

cost-efficient Antigen tests for this purpose; governments picking up the tab for testing, so it does not become an economic barrier to travel.

Vaccinations are the ultimate way out of this crisis. Air transport has two vital roles to play. The most obvious is distribution. Where supply exists, air cargo delivers them. When people do get back to travel, we will have one more challenge to face—Covid-19 document checking. Travel health credentials will play a role for some time. Manual paper checks by airlines will be unsustainable as volumes come back. We need to automate the process and introduce the tools and technology for government to quickly and efficiently undertake whatever checks it requires.

One solution on offer for this is the IATA Travel Pass. We all want to put Covid-19 behind us. Placing the financial burden of a crisis of apocalyptic proportions on the backs of airline customers, just because you can, is a commercial strategy that only a monopoly supplier could dream up. Reducing costs—not increasing charges—must be at the top of everyone's agenda. Looking beyond the crisis, we all recognize that the freedom to fly will depend on our ability to fly sustainably.

Excerpts from the Speech at UK Aviation Club in London

For Sustainable Recovery

It is important to have a pragmatic and risk-based approach to managing the sustainable recovery of the aviation industry as it prepares for a return of air traffic demand following the coronavirus pandemic. A global consensus has to be reached on a multilateral approach—supported by the political will and commitments of governments—to enable the industry's safe recovery, as well as strengthen its resilience and sustainability.

There is a need for governments to apply science/risk-based and harmonized measures in a consistent way, rather than those developed for political reasons. It is important to adhere to and apply the World Health Organization and ICAO advice and guidance material, in particular from the ICAO Council Aviation Recovery Task Force (CART), of which ACI, the trade association of the world's airports which by January 2021 had 701 members operating 1,933 airports in 183 countries, is an active member.

Also needed is alignment and mutual recognition of vaccines across borders as well as the remaining challenges associated with varying testing regimes in different governments. There is a need to ensure a risk-based approach to Covid-19 testing as a requirement to authorize travel and the variations in test specificity applied by different governments, as well as the burdensome cost of these to the travelling public. It is important to use interoperable digital formats as proof of vaccine, testing and recovery along with mutual recognition by governments.

The consequence of failure would be a significant challenge to the airport and aviation industry as passenger traffic demand begins to return. These include increased passenger processing times and longer aircraft ground times, generating operational delays and capacity constraints at airports, all of which would negatively affect travel resumption and the customer experience. The lack of staff already seen in certain areas of the sector, as well as within certain government agencies, is likely to compound this already complex situation. It is imperative to support a pragmatic and risk-based approach to managing the sustained recovery of the industry and be ready to remove barriers as the industry returns to higher levels of traffic—all while keeping passengers and industry workers safe.

We must learn from the mistakes of the past, such as the response following the 9/11 terror attacks in the US, and recognize that we need a proportionate response to the threat and not to continue to impose measures once the need has passed. As the global health situation evolves, immunity increases and the science gets better, we will all have to adjust our thinking about Covid-19; governments should consider reducing their prescriptive health measures as we learn to live with the virus.

Excerpts from the speech at the ICAO's High-level Conference on Covid-19



Luis Felipe de Oliveira
Director-General
Airports Council International (ACI)



ITA Airways is Italy's new national airline

ITA Airways has been launched as Italy's new national airline, replacing the previous national flag carrier Alitalia that went bankrupt and ceased operations a day earlier after a flight from the capital city to Cagliari.

Alitalia operated for about 74 years. During the past two decades, Alitalia has cost the country nearly €13 billion. In August, Alitalia stopped issuing tickets and prepared to shut down operations. The airline was in bankruptcy in 2017 and was nationalized by the Italian government in March 2020. Earlier in 2021, the Commission of the European Union approved a total of €73.02 million aid for

Alitalia to help the airline recover from Covid-19 damages as per the EU State aid rules.

The airline will operate with a network of 44 destinations, 59 routes and 191 flights in total. It will offer 24 domestic and 56 international options.

ITA expects to increase those numbers to 58 destinations and 74 routes in 2022 and 74 destinations and 89 routes in 2025. ITA said it will start with 52 aircraft with expectations to grow to 78 aeroplanes in 2022 and reach 105 new aircraft by 2025.

Sources: The Points Guy

Greater Bay Airlines, new carrier in Hong Kong

A new airline, Greater Bay Airlines, has been launched in Hong Kong, a market that has been long dominated by stalwart Cathay Pacific Airways.

Launched by property magnate Bill Wong, Greater Bay Airlines has ambitions to fly to 104 destinations in mainland China and North, South and Southeast Asia. Scheduled flights are yet to begin. The carrier received its

air operator's certificate in early October and an air-transport license is still to be procured. The 62-year-old Wong already owns Shenzhen-headquartered Donghai Airlines which services several Chinese cities. This airline's entry into the Hong Kong market also comes at a low point for Cathay Pacific which is controlled by Swire Pacific.

Source: Bloomberg

Scandinavian airlines lift mask mandate

Four Scandinavian airlines – Scandinavian Airlines System (SAS), Norwegian, Widerøe and Flyr – have abolished in-flight mask requirements for regional trips.

Travellers flying between Denmark, Norway and Sweden will no longer require masks on board. The Norwegian infection control guide no longer requires domestic passengers to wear face masks. This new policy reflects an effort from these nations to return to pre-pandemic normalcy. Passengers are still required to wear masks if their journey begins or ends outside the three Nordic countries.

SAS operates 182 aircraft to 90 destinations and is one of the largest carriers in Sweden, Denmark and Norway. SAS said: "Due to the opening of societies and general recommendations from authorities in Scandinavia, SAS is removing the requirement for mandatory use of face masks on flights within Scandinavia."

Passengers who would like to continue to wear masks for extra protection or because they are at high risk can continue.

Source: Deutsche Welle



36 start-up airlines getting ready for take-off

Aviation industry observer CAPA said 42 start-up airlines launched operations between January 2020 and June 2021 and at least 36 more are actively planning to launch within a timeframe of 12 to 24 months, of which 13 are based in Europe, eight in Latin America, eight in the Asia-Pacific, four in Africa, and three in North America.

According to a CAPA analysis, 36 start-up airlines are lined up for take-off. As the airline industry is working out how to survive the next two years, burdened by massive debt and confronting an uncertain world still deeply challenged by the Covid-19 pandemic, would-be airlines are

queuing up to enter one of the least profitable industries in commercial history. Speaking to CAPA Live Air Lease Corporation's executive chairman Steven Udvar-Házy identified the raw ingredients for making a new airline: "cheap money, capital, cheap aircraft, and pilots."

He said: "Today we have relatively easy access to capital. Venture money is available. Then there is good young used aircraft at reasonable prices and there are plenty of pilots and flight attendants that are looking for work. That's a temptation to start a new airline."

Source: CAPA



Australia to have a new domestic airline

A new carrier, Bonza Airlines, is being launched in Australia. It will be launched as a domestic discount airline in early 2022. The airline plans to fly Boeing 737-8 aircraft into regional airports. It will not target the lucrative "Golden Triangle" of Sydney-Melbourne-Brisbane.

Bonza Airlines, backed by the US investment firm 777 Partners, will compete with existing carriers Qantas, Jetstar, Virgin and Rex in the domestic aviation market as travel restrictions slowly start to ease. Australia is now the only country out of the world's top 15 domestic aviation markets without an independent low-cost airline.

The closure of Tigerair Australia in 2020, a subsidiary of Virgin at the time it stopped flying, left a hole in the budget sector of the market. Bonza will have a fleet of new Boeing 737-8 aircraft.

Bonza will target regional Australia instead of big cities like Sydney, Melbourne and Brisbane where the markets are already competitive. 'Golden Triangle' is one of the densest operations in the world. Bonza has identified 45 Australian airports that are capable of handling the new aeroplanes. It is currently awaiting necessary regulatory approvals before it can take to Australia's skies.

Source: ABC

New US regional carrier launched

A new airline, Aha! (short for Air-hotel-adventure), is heading into the US skies with the promise of bringing low fares and nonstop service to smaller cities deserted by the major carriers.

Aha! plans to start flying from Nevada's Reno-Tahoe International Airport by end November, at introductory fares of US\$49 each way. Initially, it will operate three times a week on routes connecting its Nevada base with eight West Coast cities, in California, Oregon and Washington, starting with its first flight to Pasco, in southern Washington State.

Other routes, all operating out of Reno, are being rolled out to Bakersfield, California, Medford/

aha!
air • hotel • adventure

Ashland, Oregon, Eugene/Springfield, Oregon, Ontario, California, Redmond/Bend, Oregon, Eureka/Arcata, California and Fresno/Yosemite, California.

The carrier is practically a reboot of ExpressJet, formerly a regional feeder to major lines that had been shut down in 2020 at the height of the coronavirus pandemic when it lost its contract to operate United Express flights.

Source: AFAR Media





Autonomous patrolling robot

Japan has deployed an autonomous patrolling robot, Secom Robot X2, at Terminal 2 of Kansai International Airport (KIX) and Kansai Airport Station.

The robot has been introduced under a partnership agreement with security company Secom.

The surveillance robot is navigating patrol routes autonomously with the help of a laser sensor to identify its location. After the patrol, the surveillance robot will stop at a designated position and monitor its surroundings.

This robot oversees various areas and captures images with its built-in cameras. After the patrol, it will stop at a designated place and monitor its surroundings. With a width of 840mm, depth of 1120mm and height of 1225mm, it moves at a maximum speed of 4km/h.

The 230-kg surveillance robot has a continuous operating time of nearly three hours. It features



a stereo camera, a 360-degree camera, a PTZ camera, laser sensor, ultrasonic sensor, bumper sensor, PSD sensor, internal temperature and battery temperature sensor.

It also features warning functions, including a warning voice and a warning lamp. The robot has the functionality of remote call with a microphone and speaker (voice call with controller).

In May, Kansai Airports deployed an automated PCR robotic system at KIX. Developed by Kawasaki Heavy Industries, the new system can process up to 2,500 samples in 16 hours per day for departing travellers on international flights.

Source: Airport Technology



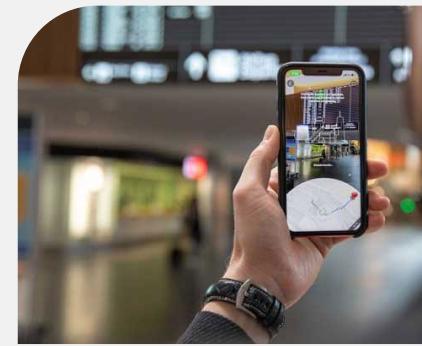
Google Maps Live View with AR at Zurich airport

Zurich Airport has become the first airport to be equipped with Google's Live View feature in Google Maps, allowing passengers and visitors to navigate terminal areas using the camera function.

Google has activated the Live View feature in Google Maps at Zurich Airport (ZRH), making it the first airport in the world with this function. Using the camera and directions shown on the camera image, passengers and visitors can navigate to their chosen destination at the airport including finding a gate, check-in desk, or restaurants.

Google Maps Live View uses augmented reality (AR) to help you find your way even more easily. Live View uses AR cues and is powered by a technology called global localisation that uses Artificial Intelligence (AI) to scan tens of billions of Street View recordings to understand your orientation. Due to new advancements that help determine the precise altitude and placement of objects inside a building, Live View can now also be used inside buildings such as airports. Live View can help users find the nearest lift, escalators, the right gate, the platform, baggage claim, check-in or the ticket counter, ATMs, and shops.

Source: International Airport Review



Collins Aerospace exploring aircraft electrification

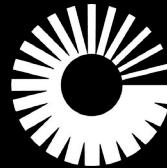
From more electric systems to hybrid-electric propulsion, Collins Aerospace, a subsidiary of the US-based Raytheon Technologies and one of the world's largest suppliers of aerospace and defence products, is exploring every angle of aircraft electrification to help decarbonize aerospace.

The aviation industry is working diligently to cut carbon emissions. Studies have shown sustainable aviation fuels have the potential to reduce climate impact by 30 to 60 per cent if produced with CO₂ captured from the air.

Aviation creates approximately one billion tonnes of CO₂ per year, projected to go to three billion by 2050 if no action is taken. All-electric and hydrogen-powered aircraft could one day bring order-of-magnitude improvements. However, these technologies still require decades of research and development. The Power & Controls team at Collins Aerospace is squarely focused on leveraging technologies to create a more sustainable future for aviation.



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Collins Aerospace

By replacing traditional hydraulic and pneumatic systems with electric systems, aircraft can reduce the engine bleed air required to power these systems and use approximately three per cent less fuel. It already has significant experience in the development of these systems and manufactures the only bleed-less electric environmental control system in service today for the Boeing 787 Dreamliner.

Pratt & Whitney Canada has announced plans to integrate new hybrid-electric propulsion technology into a De Havilland Canada Dash 8-100 flight demonstrator. Collins has also

teamed up with UK-based Hybrid Air Vehicles and researchers at the University of Nottingham on the world's first zero-emission aircraft.

To achieve zero-emission operation, Airlander 10's four fuel-burning engines will be replaced by 500-kilowatt electric motors provided by Collins. This will happen in a phased approach, beginning with the two forward engines in 2025 to achieve hybrid-electric operation and the two rear engines in 2030 for zero emissions. It is working with NASA and the University of Illinois at Urbana-Champaign (UIUC) on a one-megawatt electric motor that could help propel future, more environmentally friendly and economically sustainable aircraft.

Source: Collins Aerospace

