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UAE

حكومة دبي
GOVERNMENT OF DUBAI
هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

Via Dubai

Monthly Newsletter issued by Dubai Civil Aviation Authority

Issue 92 July 2022



Dubai retains its spot as world's top FDI destination for tourism

Eight airlines opt for Electronic Flight Assistant

Air cargo market heads toward second-best year

Dubai welcomes 6.17 million visitors from January to May

Industry-wide profit on the horizon in 2023

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Dubai Civil Aviation Authority

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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New air traffic control centre in Bahrain

The island nation of Bahrain in the Arabian Gulf region has scheduled the initial operations at its new hi-tech air traffic control (ATC) centre from July. The state-of-the-art hub includes a 676-square metres hall featuring cutting-edge air traffic control equipment.



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IATA favours incentives to increase SAF production

The International Air Transport Association (IATA) has called upon governments to urgently put in place large-scale incentives to rapidly expand the use of Sustainable Aviation Fuels (SAF) as aviation pursues its commitment to achieving net-zero carbon emissions by 2050.



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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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Harvest of a wise vision



Dubai is currently reaping the benefits of the seeds it sowed over the previous years, confirming the correctness of the wise vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai (May God Protect Him). The roadmap he laid has helped us reach the desired goals.

The classification by the Financial Times' 'fDi Markets,' of Dubai in the first place in the world in attracting Foreign Direct Investments (FDIs) in the tourism sector for the year 2021 is living proof of our continued commitment to improving the climate for investments and businesses through an integrated system of laws, legislation and incentive.

The ease of doing business represents one of the key attractions for attracting foreign investments and providing the best services and facilities for investors from various parts of the world.

This achievement has been the culmination of bold steps by the authorities to face the challenges brought about by the pandemic-related restrictions on the global economy.

And not to speak of the emirate's role in leading the recovery efforts in the travel and tourism sectors globally, starting with wonderfully organising Expo Dubai 2020-related events that constituted a milestone in history. It successfully hosted international exhibitions and activities with higher efficiencies in what is considered the most critical and challenging times.

In terms of aviation, we continue following the same path as the previous decades that has led to Dubai International Airport being ranked first in the world for international passengers for the eighth year in a row.

The results we have achieved since the beginning of this year in terms of the total number of passengers using Dubai International Airport are sure to make the current year very successful - we expect to serve more than 58 million passengers by the end of 2022. We always look to and work for a bright future and allow performance statistics to speak about the success stories that Dubai has been taking levels up.

Ahmed bin Saeed Al Maktoum

Moving Forward



It is pleasing for all of us to see a record increase in the number of international passengers passing through Dubai International Airport which connects the world through more than 73 carriers operating at DXB, providing connecting flights to 193 destinations in 92 countries.

The Dubai Civil Aviation Authority (DCAA) data shows the total number of passengers through the airport has increased during the first five months of 2022, to 22.86 million, up from 9.9 million during the same period in 2021 - a growth of more than 151 per cent.

What reinforces our optimism that this year will be a relief from the negative impact the pandemic brought on the global aviation industry, is the announcement by the International Air Transport Association (IATA) about the pace of recovery in air travel in conjunction with the busy summer season and the rise in overall global passenger traffic increased by 83.1 per cent last May, compared to the same month in 2021. The trade body stressed this has been due to the strong recovery in international travel, which reached 68.7 per cent of pre-Covid-19 levels.

We are always optimistic. Our optimism is based on the right strategies and a distinguished work methodology to reach the goals. Topping the list is the services provided to airport users, including airlines and passengers based on the best international standards.

The comprehensive infrastructure, considered the most modern at the level of airports in the world, policies, laws and legislation, helps us achieve the targets we set for ourselves based on the best human competencies.

As the civil aviation sector in Dubai continues posting amazing achievements, we will continue working closely with strategic partners and service providers to enhance the partnership levels and to further improve the performance of this vital sector for our economy and work towards providing the best services for travellers.

Mohammed Abdulla Ahli

DCAA and Skydive Dubai ink MoU

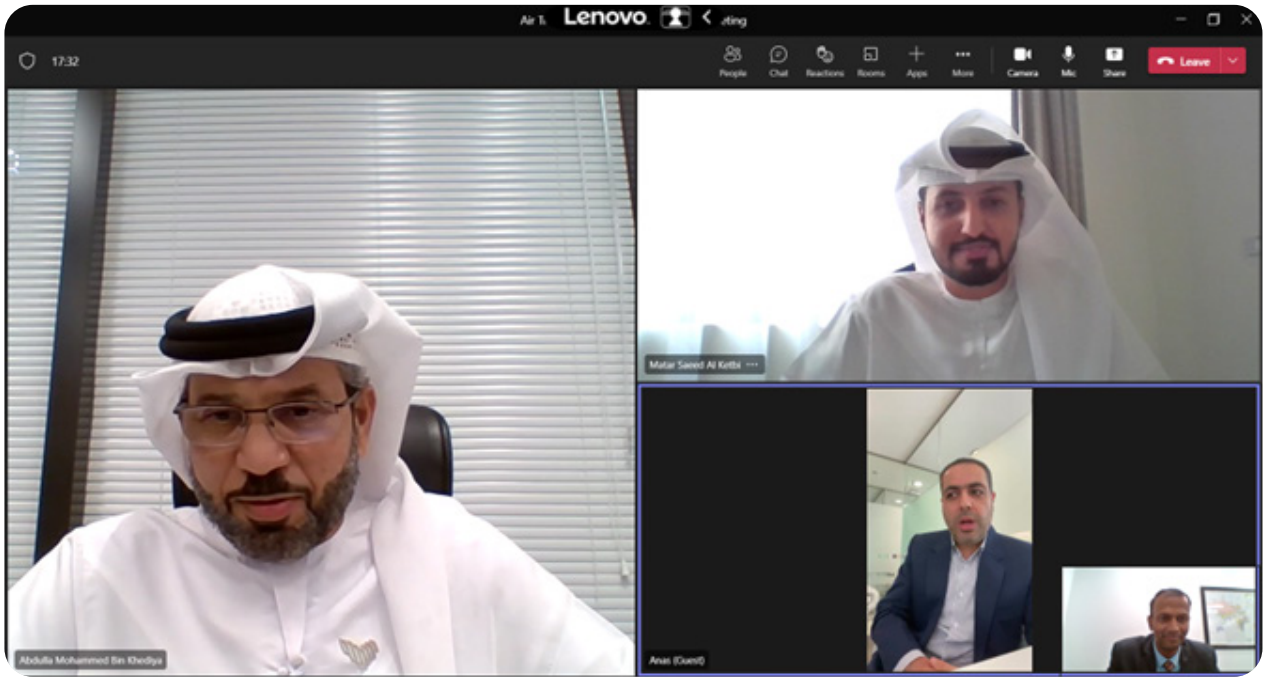




The Dubai Civil Aviation Authority (DCAA) and Skydive Dubai (SDD) have signed a Memorandum of Understanding for Aerodrome Safeguarding.

It had been signed by Khalid Al Arif, Executive Director for Aviation Safety and Environment Sector at DCAA, and Abdulla Al Mansoori, General-Manager of SDD. The memorandum aims at fostering the safety of air navigation within the emirate and contributing to economic growth through defining responsibilities and procedures to apply by both the organisations in domains like urban planning, obstacle control, and streamlining approval processes. The civil aviation regulator continuously works towards strengthening relations with strategic partners by entering into mutual cooperation agreements and constantly seeks opportunities to improve its services to the highest global standards.





DCAA and Jetex discuss private aviation

A team of the Dubai Civil Aviation Authority's Air Transport Department has conducted a virtual meeting with Anas Agassi, Director of Operations at Jetex, the leading organisation company in the private aviation sector.

Several crucial topics related to the air transport industry in Dubai came up for discussion.

During the meeting, DCAA's Abdullah bin Khediya affirmed the Authority's contribution towards supporting the civil aviation sector and keeping pace with the developments to provide customers with the best services with high-quality standards, and to maintain airspace security and safety.

Anas Agassi praised the DCAA's role in offering all facilities to private airlines which helped them return to the recovery phase at a record speed post-pandemic. Dubai is a prestigious international aviation centre given the wide bouquet of facilities and services it provides to private aviation travellers looking for excellence and exclusivity.



Dubai retains its spot as world's top FDI destination for tourism

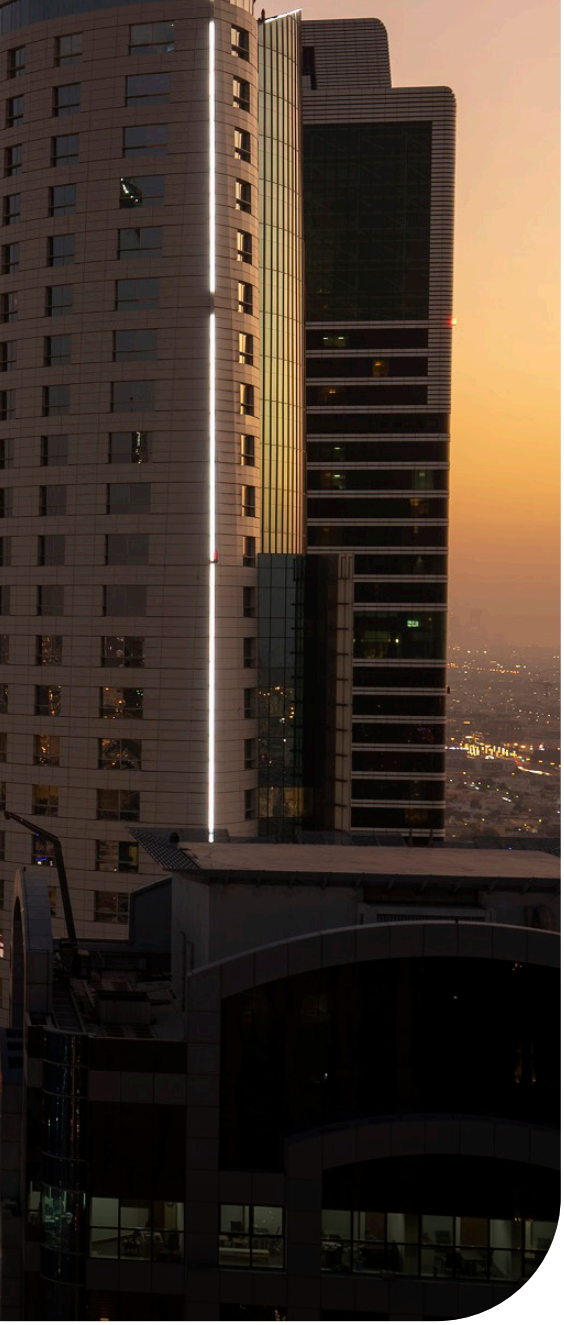
With AED6.4 billion in FDI across 30 FDI projects during the year, Dubai ranked number one in FDI capital, projects, and job creation in the tourism sector in 2021, according to The Financial Times' fDi Markets data, a leading global data source on crossborder greenfield FDI investments.

H.H. Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai and Chairman of Dubai Executive Council, credited the exceptional leadership and visionary policies of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President, Prime Minister and Ruler of Dubai, for Dubai's remarkable achievements and its status as the world's leading tourism FDI destination in a challenging year for the sector globally.

Sheikh Hamdan expressed his gratitude to His Highness Sheikh Mohammed bin Rashid's vision for creating a resilient financial, economic, and social ecosystem that has set a template for others to emulate, noting that Dubai's rank as the top FDI destination for tourism reaffirms the sector's role as a key economic driver that offers international investors confidence and an exceptional opportunity for stable and sustainable returns.

He explained that Dubai's enabling infrastructure, business-friendly policies, and flexible regulatory environment that kept pace with the needs of global investors would keep it at the forefront of the world's FDI destinations, adding that Dubai's world-class infrastructure and exceptional services to investors reinforce its strategy to become the world's best city to live in, work, and visit.

The city rankings of 'fDi Markets' are based on investment destinations that attract 10 or more greenfield FDI projects in a year. Dubai's tourism sector attracted AED6.4 billion (US$1.7 billion) in FDI across 30 FDI projects in 2021. The new investments and projects generated 5,545 new jobs during the year, according to the Dubai FDI Monitor



report, published by the Dubai Investment Development Agency (Dubai FDI), an agency of the Dubai's Department of Economy and Tourism (DET).

This remarkable FDI performance capped a momentous year for Dubai. In 2021, the city led a resurgence in global travel and tourism after COVID-19, celebrated the Golden Jubilee of the UAE, and welcomed the world to Expo 2020 Dubai while emerging as one of the safest destinations in the world.

The year also marked a successful five-year period during which Dubai stayed ahead of leading international cities, including London, Paris and Shanghai, in attracting FDI into tourism. Dubai's tourism sector attracted AED83.5 billion (US$22.8 billion) in FDI capital across 205 FDI projects during 2017-21, generating 30,082 new jobs.

Dubai welcomed 7.28 million international overnight visitors in 2021, representing a 32 percent year-over-year growth, and underscoring the city's efforts to become the world's most visited destination.

The exceptional success of Expo 2020 Dubai, the largest global event of its kind that attracted more than 24 million visitors, followed Dubai's achievement in being selected as the world's most popular destination in the Tripadvisor Travellers' Choice Awards 2022.

Helal Saeed Almarri, Director-General, DET, said, "Dubai has created a unique tourism proposition in line with the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President, Prime Minister and Ruler of Dubai, to promote Dubai as the most sought-after global city and the most attractive location to live, work, visit and invest. While consolidating its advantages as a well-connected hub with world-class infrastructure, attractions and lifestyle, Dubai also launched concerted efforts in key source markets to showcase its capabilities in enabling business growth and as a leading global tourism centre. Dubai's top rank reflects the effectiveness of the multi-geographic campaigns and its diversified offering across sectors."

The strong investor interest in Dubai's tourism sector complemented Dubai's net gains as an investment destination in 2021. The value of total FDI capital flows into all sectors in Dubai exceeded AED26 billion from 618 announced FDI projects in 2021, with a growth rate of 5.5 percent compared to 2020.

"Rapid and effective measures adopted in the face of the pandemic contributed substantially to positioning Dubai as the destination of choice for global investors. Foreign investment flowing into Dubai's tourism and hospitality sectors and spurring the development of new attractions and destinations are a testament to the sustainability and attractiveness of Dubai's economy and the confidence the city encourages among residents, visitors and the global investor community. The new policies and legislation being adopted to align the UAE economy with global developments and the long-term residency being offered to investors and entrepreneurs will see Dubai and its tourism sector sustaining the FDI momentum through to 2022 and beyond," Almarri added.

The year 2021 witnessed the most extensive legislative change in the history of the UAE, with more than 40 laws in all fields updated and reformed to accelerate ease of business and ensure hassle-free entry for investors. A five-year multi-entry visa was introduced for employees of multinational companies in 2021, adding to previously launched initiatives. These included the popular Golden Visa initiative targeting investors, entrepreneurs and specialised talents, and the Virtual Working and Retire in Dubai Programmes.

Fahad Al Gergawi, Chief Executive Officer, Dubai FDI, said the sustained flow of international investments into tourism reinforces Dubai's status as a magnet for global talent. "Dubai's top ranking in terms of jobs created by FDI into tourism proves that the exemplary investment environment developed by the city will continue to attract, retain, and grow financial as well as human capital."

The Dubai 2040 Urban Master Plan will further reinforce Dubai's reputation as a global destination for business, investment, and tourism. Dubai 2040 is a comprehensive roadmap aimed at aligning strategic economic priorities and future needs with sustainable development, enhancing the quality of life for residents and visitors.



Rush Returns

DXB is in an 'exceptionally busy' mode this four-month summer season after two years of massive travel restrictions and disruptions to normal life due to the Covid-19 pandemic.

This summer season is seeing life picking up the pace and an unprecedented rush returning at the DXB, the world's number one by international traveller numbers for the past eight years.

For the first time since the start of the pandemic, global leisure and business flights have risen to levels not seen since 2019, according to the Mastercard Economics Institute's third annual travel report. Like the previous years, the months of July, August and September have their belly challenges in handling the massive number of passengers. Dubai airport is taking steps to ensure the high volume of traffic does not affect the customer experience.

For the busy period, it has augmented staff levels at touchpoints from the kerb to the boarding gate to ensure the smooth flow of passengers. The Airport Operations Control Centre (AOCC), the nerve centre of DXB, is using monitoring systems to keep an eye on the flow of customers, bags and the status of various services to anticipate pinch points and interruptions. Passengers can complete the immigration process within seconds thanks to the Smart Gates. Emirates has in place the world's first integrated "biometric path" which offers its passengers a smooth and truly seamless airport journey. Also in place are cloud-based Flight Information Display (FID) systems which work round-the-clock.

Passengers travelling from DXB over the coming weeks should prepare for an "exceptionally busy" period, asserted Dubai Airports which operates DXB and Al Maktoum International. It said as the result of schools breaking for summer, about 2.4 million passengers are expected to pass through DXB in the first week of July alone - an average of 214,000 people per day. The second day of July had been the busiest day, with traveller numbers exceeding 235,000. Similar numbers were logged twice, as people travelled for the Eid Al Adha break.

Dubai Airports has been working with airlines, air traffic control authorities and commercial partners to ensure a smooth travel process for passengers at DXB whose all three terminals have been fully functioning since 2021. It is now back to normalcy after DXB's reducing capacity due to the 45-day closure of the northern runway for restoration works. The airport clocked 13.6 million in passenger traffic during Q1 2022. Officials are forecasting traffic will



reach 58.7 million travellers this year, doubling from 29.1 million in 2021. 73 airlines operate to 193 destinations in 92 countries.

The handling of the baggage has become smooth with three distinct baggage systems in the terminals, their combined length being 175 kilometres with the capacity to handle around 25,000 bags an hour. Dubai Airports has the largest baggage system in the world, capable of handling 150 million bags annually. Immigration check too is a pleasant experience through the use of the latest technologies like Smart Gates.

Remarked His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority (DCAA), Chairman of Dubai Airports and Chief Executive of Emirates Airline and Group, DXB is well and better equipped to operate 24/7. New travel technologies and facilities help ensure a safe and easy journey. We boosted the safety,



Ahmed bin Saeed:

DXB is well and better equipped to operate 24/7

service and capacity levels. It will be yet another successful season thanks to the efforts everyone has put in.

For real-time insights and drive efficiency levels across the landmark facility, the authorities have in place sensors everywhere: 3D cameras for measuring queues and security processes, metal detectors, baggage systems, and X-ray machines. Dubai Airports has one of the world's fastest airport Wi-Fi. Passengers have the facility to confirm their airline, check online on www.dubaiairports.ae or use Dubai Airports' smartphone app. Following the extensive runway

rehabilitation works, the airport has over 4,230 fully addressable LED airfield lights along with the Navigational Aid and Meteorological Equipment systems. His Excellency Mohammed Abdulla Ahli, Director-General of Dubai Civil Aviation Authority, says Dubai's aviation infrastructure has remained the best and will satisfactorily fulfil the passengers' expectations, whether it is summer or winter.

Al Maktoum International-Dubai World Central (DWC) is now fully opened and handling more



Mohammed Abdulla Ahli:

Dubai's aviation infrastructure has remained the best and will satisfactorily fulfil the passengers' expectations, whether it is summer or winter

than 1,000 flights per week from multiple international carriers. At the dedicated Terminal 2, Dubai's budget carrier flydubai is having a busy schedule having three million passengers over the busiest summer in its history. An average of 8,500 departures per month are scheduled across its network of 102 destinations, which exceeds pre-pandemic levels.

The carrier will exceed its pre-crisis fleet size by 73 per cent in August. By August 2022, the airline said it will take delivery of four new aircraft. Emirates, the world's largest long-haul airline, has successfully returned to 90 per cent of its pre-pandemic network. Travel bookings by airlines are recovering, and the summer rush of 2022 will be very promising for them. Nearly 54 per cent of passengers globally take a via flight, according to air travel data provider OAG. Dubai is increasingly enhancing its bouquet of services for better positioning to tap the growth opportunity.

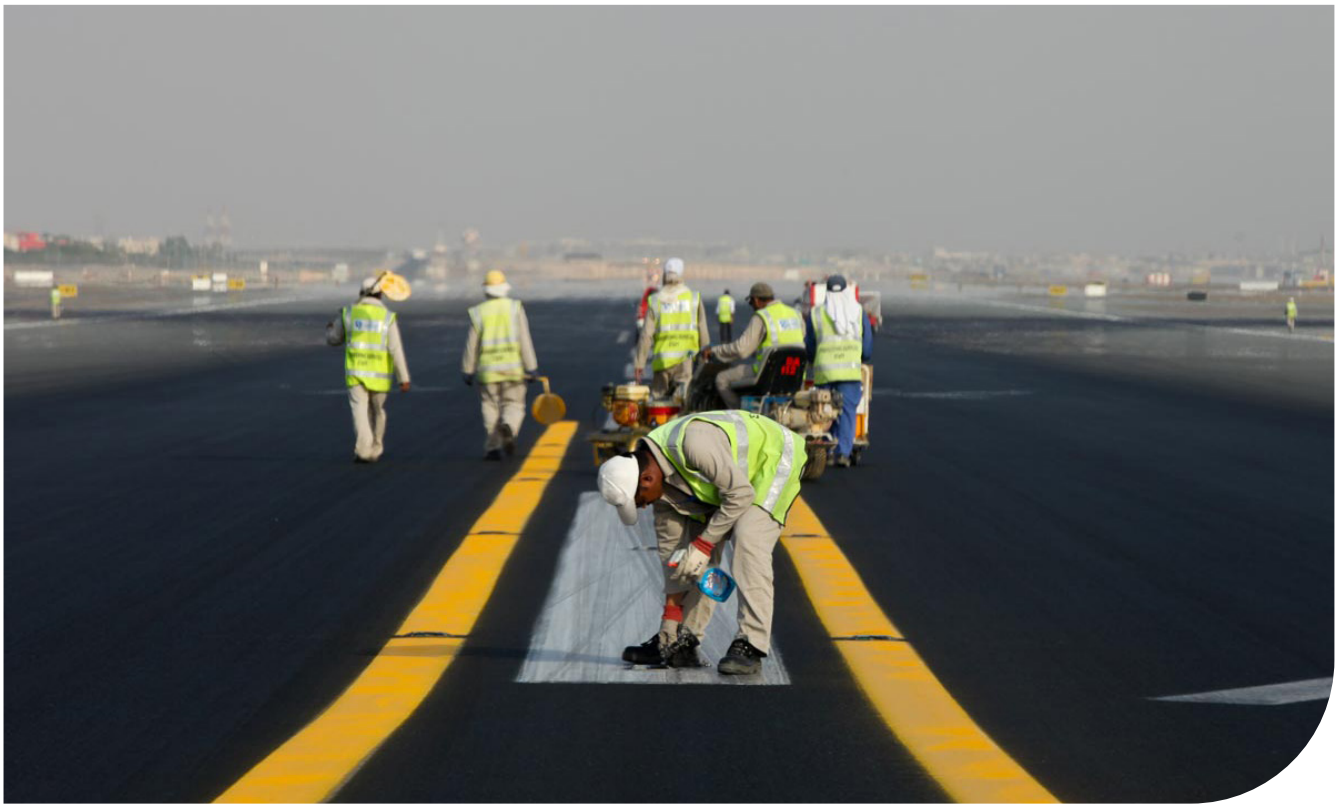


DXB completes a runway rehabilitation programme

Dubai Airports has completed on-time Dubai International's northern runway project, following 45 days of extensive rehabilitation works.

An Emirates Airlines A380 bound for Amman was the first aircraft to depart from the new runway, and shortly after, an Emirates A380 arriving from Sydney touched down, marking the official reopening of DXB's Northern Runway and return to full operations ahead of the busy summer travel period. The highly complex engineering project had been completed according to schedule in preparation for the peak travel season, with a busy summer period and longer-term growth in the next decade. Paul Griffiths, CEO of Dubai Airports, said the northern runway rehabilitation project shows the ongoing commitment to passenger care, safety, operational efficiency and capacity of the airport well into the future. The state-of-the-art infrastructure will continue to provide a world-class customer experience for tens of millions of passengers for several years to come. A workforce of over 400 engineers and field experts, as well as 3,800 personnel, worked around the clock to reconstruct the 4,500-metre central strip of the runway, as well as associated taxiways and graded safety strips. In addition, over 4,230 fully addressable LED airfield lights have been upgraded and reinstalled, along with the latest technology in the Navigational Aid and the Meteorological Equipment (MET) systems. Dubai World Central (DWC) has been reopened and handled more than 1,000 flights per week from multiple international carriers including flydubai, SpiceJet, Indigo, Gulf Air, Air India Express and Qatar Airways during the 45-day transition period.

Source - Emirates News Agency -WAM



dnata to invest US$100 million in green operations

Dubai-based travel services provider dnata is aiming to reduce its carbon footprint by 50 per cent by 2030. It has been working closely with airline customers to analyse consumption trends and use predictive data to optimise the loading of food and beverages on flights. Emirates Airline and Group's airport services unit will invest US$100 million in green operations in the next two years across its global network, to halve its carbon footprint by 2030. Its continuing investment in infrastructure, equipment and process improvement will help it to meet its strategic objectives and reduce its carbon footprint by 20 per cent by 2024 and 50 per cent by 2030, says Steve Allen, Chief Executive of dnata. dnata plans to introduce carbon reduction initiatives in the construction and operation of its new cargo centres in The Netherlands and Iraq.

It has already installed renewable energy features, such as solar panels, heat recovery units and electric vehicle charging, at its operations in the UK, Singapore and Ireland. In terms of fleet planning, dnata has increased investments in electric and hybrid ramps, ground support and forklift equipment, and refurbished existing centres with new technologies to further decrease emissions and upgrade to the latest safety and quality standards. dnata has also taken measures across its business units to conserve water consumption and recycle materials, such as paper, plastic, cardboard, wood, glass and metal, as well as use cooking and mineral oils. Earlier this year, the company pledged to reduce the amount of waste that ends up in landfills by 20 per cent by 2024. The company offers ground handling, cargo, travel, catering and retail services in 36 countries across six continents.

Source - The National



Etihad resumes Abu Dhabi-Beijing flights

Etihad Airways has resumed direct passenger flights between Abu Dhabi and Beijing from June end, becoming the first regular direct international passenger flight to recommence for Beijing under the mandate of the Joint Prevention and Control Mechanism. The airline operates a weekly flight on a Boeing 787 Dreamliner, one of the most fuel-efficient aircraft in the world. Etihad Airways scheduled service from Abu Dhabi to Shanghai resumed in July 2020 to meet the huge demand of passengers travelling between the UAE and China. Martin Drew, Senior Vice President of Global Sales & Cargo at Etihad Aviation Group, said China has always been an important strategic market for Etihad and the resumption of direct flights between the two capital cities will further strengthen the comprehensive strategic partnership between China and the UAE. All passengers travelling on Etihad between Abu Dhabi and China have to strictly meet the entry requirements and testing protocols.

Source - Khaleej Times

flydubai set to expand the fleet

Dubai's budget carrier flydubai is gearing up to welcome three million passengers over the busiest summer in the airline's history. An average of 8,500 departures per month are scheduled across its network of 102 destinations, which exceeds pre-pandemic levels. The carrier will exceed its pre-crisis fleet size by 73 per cent in August. The low-cost airline has been restoring its global network and launching new services in response to the reopening of borders in key destinations. By August 2022, the airline said it will take delivery of four new aircraft. This will expand the number of Boeing 737s to 68 aircraft, up by 73 per cent compared to the fleet size in the same period in 2019. Its workforce has also grown by 20 per cent, with several pilots, cabin crew and other professionals from 135 nationalities hired over the past 12 months.

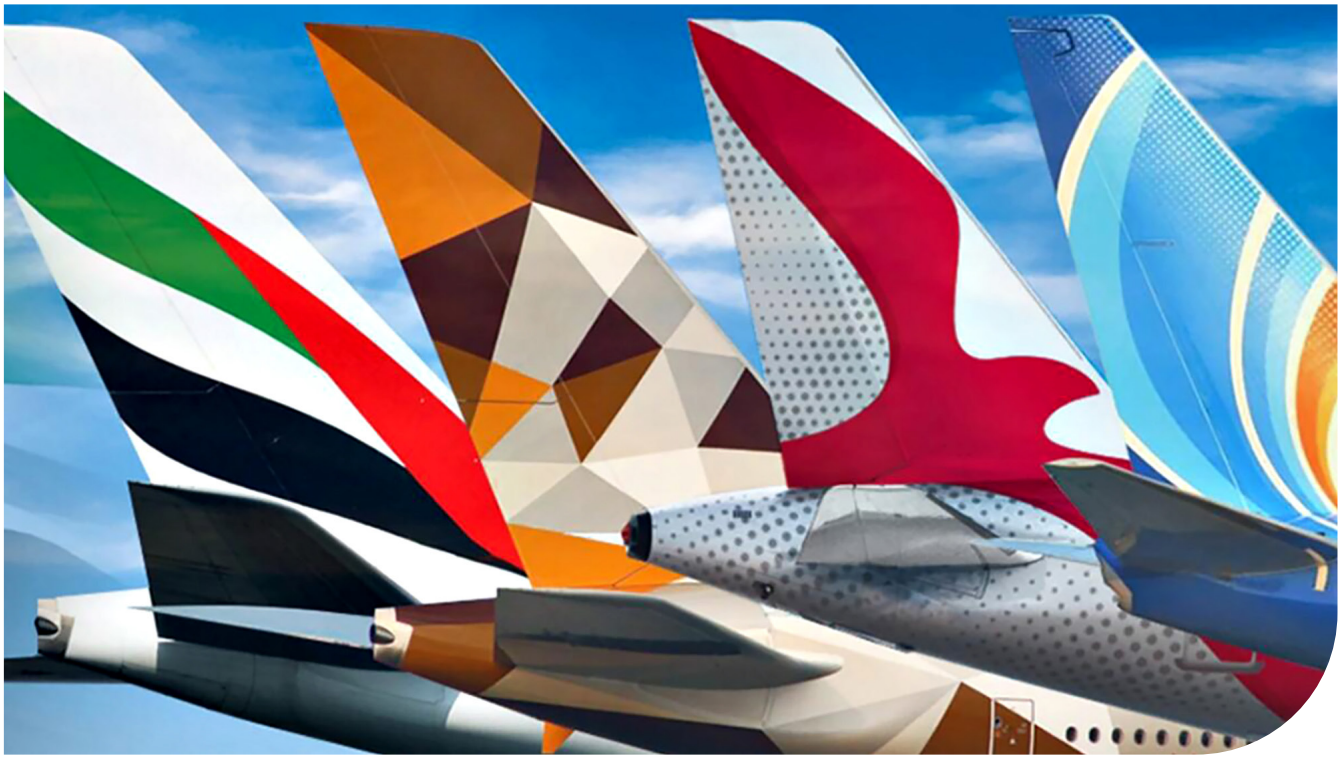
Source - Zawya

UAE airlines list 300 vacancies for recruitment

The UAE airlines are hiring throughout this year. The carriers have been on a hiring spree over the last couple of quarters, led by Emirates, flydubai, Etihad Airways and Air Arabia. Data shows around 300 vacancies were available as of June end for different positions like cabin crew, pilots, finance officers, aircraft mechanics and IT and sales executives.

The massive recruitment by the airlines comes after shrinking their workforce in 2020 after the outbreak of the pandemic. However, budget carrier flydubai retained most of its workforce even during the pandemic. 'We introduced different voluntary and extended leave schemes which were well received by our employees, more than 90 per cent of those who opted for the scheme have since returned to the workforce," says Ghaith Al Ghaith, CEO of flydubai. The budget carrier has taken delivery of four new aircraft which has seen its fleet of Boeing 737s growing to 63 aircraft. It will take delivery of 18 more aircraft over the next few months to support our expanding network which will grow to 100 destinations over the summer. The airline is currently undergoing a recruitment drive to add more talented professionals to its workforce and this includes pilots, cabin crew and various positions across the business. Since the start of the year, we have grown our workforce by 25 per cent. More than 800 skilled professionals have been recruited as pilots, cabin crew, engineers and other positions, he said. Etihad Airways will host a major recruitment drive to hire up to 1,000 individuals with hospitality experience to join its cabin crew. The Abu Dhabi-based airline is recruiting for roles across the business in 2022. It is currently looking for talented people to join our team as cabin crew, pilots, finance specialists and software engineers. Emirates is scouring 30 cities across six continents including Europe, the Middle East and Australia to expand its workforce that represents 160 nationalities. It aims to expand its operational staff by 6,000. The airline received over 300,000 applications from all over the world since its cabin crew recruitment drive in August 2021. The Mideast airlines are projected to hire 196,000 cabin crew, pilots and technicians in the coming period.

Source - Khaleej Times



EK resumes daily flights to Mexico City

Emirates Airlines has increased its operations between Dubai and Mexico City via Barcelona to daily flights, restoring its pre-pandemic capacity, now offering more than 2,000 seats a week to and from the Mexican capital. The flights are operated on Boeing 777-200LR aircraft with a capacity of 302 seats in two classes (38 Business Class/264 Economy). Emirates has 5th Freedom rights, allowing it to transport passengers between the two cities. The service of the Gulf's largest airline supports business and leisure traffic to destinations in Latin America and the Caribbean region. For Mexico, the UAE is a gateway to the Middle East. Dubai also continues to attract leisure travellers from Latin America with its ever-expanding list of experiences. According to data obtained from the Federal Civil Aviation Agency (AFAC) in the January-April period, Emirates has moved 43,901 passengers and 7,210 tonnes of cargo from Mexico in 649 air operations. The UAE represents a 43.96 per cent share of the Asian market in the Aztec country, being the main Asian destination in Mexico. According to data, Emirates will have an offer of 19,948 seats per week to Latin America through four destinations during the northern winter season - Sao Paulo, Mexico City, Rio de Janeiro and Buenos Aires.

Source: Aviaci Online





EK returned to 90 per cent of its pre-pandemic network

Emirates, the world's largest long-haul airline, has laid out a roadmap to a thriving future as it successfully returned to 90 per cent of its pre-pandemic network. Adnan Kazim, Chief Commercial Officer of Emirates Airline, said Dubai will remain a core strategy for the 1985-established airline. The ramp-up in its operations began in 2021 when it moved from 30-40 per cent to today where it sits at almost 70 per cent of the pre-pandemic capacity that it deploys. We're moving towards the 80 per cent mark by the end of summer. By winter, hopefully, we will have returned to almost 85 per cent, he said. The carrier has more than 140 Boeing 777 aircraft operating and 70 of its A380s in operation as well. This number will increase to 90 by winter before the end of the financial year. Today, the carrier is deploying more than one million seats per week and has managed to return to 90 per cent of its pre-pandemic network with 130 destinations, he says. It has signed agreements with the tourism boards of seven countries including Saudi Arabia, Spain, Sri Lanka, Maldives, Seychelles and Thailand to promote the destinations. About the premium economy, he said it is being launched with six of its A380s which will be deployed on the first day of August.

Source: Gulf Business

MRO deal signed by Sanad and Triumph

Sanad, a global aerospace engineering and leasing company wholly-owned by Abu Dhabi's Mubadala Investment Company and Triumph Group, a US-based aerospace manufacturer and MRO provider, have signed a Memorandum of Understanding to collaborate on the provision of next-generation engine Maintenance, Repair and Overhaul (MRO) capabilities in the UAE. They intend to collaborate to provide critical MRO solutions for multiple engine types for aerospace and aviation industry operators across the Middle East and Africa (MEA) region. They also intend to jointly provide MRO solutions for V2500, CFM and GE90 engine accessory repairs and overhauls. Aside from offering a mature business environment and strategic geographical proximity at the intersection of Europe, Asia and Africa, Abu Dhabi is very active and well-known as a global aerospace hub. Sanad boasts significant in-market skillsets to support the strategic relationship, said Mansoor Janahi, Group CEO of Sanad.

Source: Asian Aviation

Middle East airlines to suffer losses again in 2022

The International Air Transport Association says airlines in the Middle East region will fare better financially due to the return of long-haul flights. It is however made a bearish prediction for Middle Eastern airlines. In its report on the air travel industry during its annual summit in Doha, the trade association said the loss of Middle Eastern airlines is "expected" to drop to US$1.9 billion in 2022, down from a whopping US$4.7 billion in 202. The return of lengthy routes across continents will help the industry in the Middle East. "In the Middle East, this year's reopening of international routes and long-haul flights, in particular, will provide a welcome boost for many," read the report. The association expect capacity and demand for air travel in the region to reach around 80 per cent of its pre-pandemic levels this year. The pandemic decimated Middle Eastern airlines. The industry is faring somewhat better now. Many airlines recovered much of their pre-coronavirus passenger routes and cargo levels last year. Abu Dhabi, Dubai and Doha in particular are major international transit hubs. Gulf airlines have announced several new projects this year.

Source: Al-Monitor



Saudi Arabia to pay incentives for airlines connection

Saudi Arabia announced its decision to offer financial incentives to carriers to fly to 'unprofitable' routes as a way to help them to link several destinations to major global cities. With an ambitious goal to attract 100 million tourists a year by 2030, direct connectivity would definitely help, especially when it's a destination that has opened to tourists only in 2019. "The main purpose is to create direct flights to our main target markets," said Ahmed Al-Khateeb, Tourism Minister. "The program will compensate airlines to cover their losses from flying direct flights to these very important hubs for us." The incentive is open to any carrier. A deal has already been signed with Saudia to fly to Zurich and Barcelona as part of the program. In July 2021, the Saudi government announced its plans to invest US$147 billion to develop the country's transport and logistics sector. The kingdom is also aiming to obtain an investment of US$100 billion in the aviation sector by the end of this decade. This development plan would include expanding the existing airports in Jeddah and Riyadh and the launch of a new airline — the second national carrier apart from Saudia. The subsidy to airlines is being offered by the country's Public Investment Fund as part of the Air Connectivity Program.

Source: Skift

Saudia ranked the fastest-growing airline in the Middle East

The Kingdom of Saudi Arabia's national flag carrier has grown by 13.1 per cent and had been rated with an 'A' brand rating by Brand Finance, a brand valuation consultancy in its annual report that ranked the top 50 airlines worldwide. Besides calculating brand value, Brand Finance "also determines the relative strength of brands through a balanced scorecard of metrics evaluating marketing investment, stakeholder equity and business performance." This achievement reflects Saudia's success in brand performance, the company said. It attributed this "to the overall growth in its route network; expansion to new markets; growth in passenger numbers, and enhancements in the onboard product, lounges and guest services." With the tourism ecosystem flourishing and the number of visitors at an exceptional all-time high level, Saudia is well-positioned to continue accelerating as the wings of the country's Vision 2030, according to Chief Marketing Officer Khaled Tash. The Kingdom intends to increase the number of tourists to 100 million and the number of religious visitors to 30 million a year by 2030, as part of Vision 2030. Saudia's fleet consists of nearly 150 narrow and widebody Airbus and Boeing aircraft, operating to more than 100 destinations. The General Authority of Civil Aviation (GACA) plans to boost airports' capacity to handle 330 million passengers by 2030. It also aims to increase the number of destinations offered by the Kingdom's airports from 100 to 250 by 2030.

Source: Al Arabiya

Air Serbia and Croatia Airlines overlook ME markets

The two largest national carriers from the former Yugoslavia will not operate a single scheduled service to anywhere in the Middle East this summer despite growing demand which is being utilised by airlines from that region. Air Serbia and Croatia Airlines have both planned a return to the Middle East this summer with the Serbian carrier to launch operations to Amman and its Croatian counterpart to restore services to Tel Aviv. However, both have now been shelved. The two left the region upon the outbreak of the coronavirus pandemic and have not returned since despite most markets in the Middle East being fully reopened now. Air Serbia has concluded several codeshare agreements with its counterparts to offer connections to the Middle East. The Croatian flag carrier has, for the most part, been absent from the region. Based on traffic flow data, Belgrade Airport has the most indirect traffic to cities in the Middle East with which it already boasts nonstop flights, with Dubai in the third position. Kuwait City is the busiest unserved route in the Middle East from the Serbian capital, followed by Muscat and Baghdad. Muscat was Zagreb's busiest unserved route in the Middle East, followed by Kuwait City, Tehran and Beirut.

Source: EX-YU Aviation News



Kuwait sees air traffic rise for the summer season

Kuwait's Deputy Director-General for Planning and Projects Affairs and the official spokesman for the Directorate General of Civil Aviation (DGCA) Saad Al-Otaibi says the summer of 2022 is the first summer season after the pandemic with a massive increase in demand for travel. He reiterated the demand has amazingly increased this summer, especially since Kuwaitis love travelling - the number of travellers this summer has returned to the 2019 levels. He said: " The airport traffic would recover during the years 2023 and 2024. However, the travel movement at the Kuwait International Airport has returned to the way it was before the pandemic period." During the summer season, six million departing and arriving passengers are expected until September end. Also, 43,000 flights are expected to operate until that period – 22,000 departing flights and 21,000 arriving flights. Destinations in Europe are in high demand, with London the top destination, followed by Geneva and Paris. Among the Gulf countries, Dubai and Doha are witnessing demand. There is also a great demand for Egypt. Turkey is also one of the countries that are frequently booked. Kuwait Airways and Jazeera Airways have opened new routes. Kuwait Airways has opened about 11 new touristic destinations, and Jazeera Airways has opened eight touristic destinations, according to Arab Times.



Source: Zawya

Dubai welcomes 6.17 million visitors from January to May

Dubai's successful tourism rebound continues to inspire global tourism recovery with the city welcoming 6.17 million international overnight visitors from January to May, a 197 per cent year-on-year increase from the five months in 2021, which saw the destination attracting just over two million international travellers. Helal Saeed Al Marri, Director-General, Department of Economy and Tourism, said the remarkable vision and leadership are reflected in the city's continued success and we continue enhancing the position as a global hub for economy and tourism. He said DET will harness the key elements that have ensured the industry's steady growth year after year since we reopened to international visitors in 2020 – providing an unparalleled diverse destination offering that offers unique value and memorable experiences. Dubai hotels maintained an average occupancy level of 76 per cent from January to May compared to 62 per cent during the corresponding period in 2021. According to data from hotel management analytics firm STR, Dubai ranked number one globally in hotel occupancy, ahead of other international destinations including New York (61 per cent), London (60 per cent) and Paris (57 per cent), for the January-April period.

Source Emirates News Agency





Thailand is not to levy tourism fees until 2022-end

The Ministry of Tourism and Sports plans to propose to have the Centre for Covid-19 Situation Administration (CCSA) terminate Thailand Pass registration for international visitors. The implementation of a tourism fee of 300 Baht, will be postponed until the end of 2022, according to Thailand's Ministry for Tourism and Sports. Fee collection for tourists arriving by land requires further study, such as determining if the fee amount should be less than 300 Baht because the average length of stay for these visitors is only one to two nights, it said. The ministry plans to resubmit the proposal to the cabinet within two months, with fee collection beginning 90 days after approval and publication in the gazette. The starting date for fee collection is likely to be delayed from between August and September to the final quarter this year, or the first quarter of 2023. Terminating the Thailand Pass system means tourists don't have to buy travel insurance anymore.

Source: The Thaiger

Spain sees summer tourism at 90 per cent of pre-Covid levels

Spain expects tourist arrivals to reach 90 per cent of pre-pandemic volumes during the summer season, as northern Europeans shrug off concerns over inflation pressures and book even more trips than in 2019. "Inflation is so far not dampening peak summer season demand," says the Secretary of State for Tourism, Fernando Valdes. The tourism industry in one of the world's most visited countries will have a high season comparable to strong years before the pandemic. "It is a solid recovery in difficult conditions," he said. Bookings for July and August have already reached 90 per cent of 2019 levels, according to data from market-intelligence firm ForwardKeys. Confirmed reservations from Sweden were nearly 79 per cent higher than in the summer before the pandemic. Danish bookings were 46 per cent higher, and more Germans and Britons will be travelling to Spain in the coming months than in 2019. The number of tourists from the US had been just four per cent lower.

Source: The Peninsula

Eight countries have high airport charges and taxes



Nigeria and Liberia and six other countries have been listed among the top African countries with high airport taxes and charges. The International Air Transport Association (IATA) disclosed their airport taxes were too high, despite not meeting up with the stiff resistance from several European countries. The other countries are Guinea Bissau, Senegal, Bangui, Sierra Leone, the Republic of Congo and Niger. The Airports Council International (ACI)'s World Director-General, Luis Felipe de Oliveira has hit back at claims made by IATA Director General, Willie Walsh, that airports are "addicted to a 'spend big and cream it off the customer's mentality." He called for "collaboration and cooperation" between all aviation stakeholders for raising infrastructure charges. Speaking at the 78th IATA AGM in Doha, Walsh said "the nightmare is becoming reality" and called on governments to show "a backbone" to resist airport requests to increase their fees to airlines. Singling out Amsterdam, Dublin and London Heathrow, he claimed that several airports were addicted to a spend big and cream it off the customer' mentality." Focusing on airports, out of the top 100, more than half announced increases for 2022 and 2023, expecting their customers to make up for revenues they did not get during the pandemic. IATA opposes a "light touch" regulation proposal by airports and categorically rejects their characterisation of aeronautical revenue as insignificant. The ACI cited research that claimed airport revenue generated from aeronautical charges represents as much as 55 per cent of all revenues, yet airport charges represent less than five per cent of airline costs historically. The global airport charges per passenger have, on average, declined by approximately 20 per cent in real terms in the five years up to 2019.

Source: Vanguard

Canada to reduce airport wait times

Canada intends to work with airports and airlines to reduce airport wait times by hiring screening officers, adding kiosks and e-gates, and updating passenger security information. In response to the airport delays, the Canadian Air Transport Security Authority (CATSA) has been increasing the number of officers at passenger screening checkpoints. Currently, there are approximately 400 additional screening officers in different phases of their training across the country who will be deployed between now and the end of June. Airports are working to support CATSA with this initiative. CATSA is close to having recruited 100 per cent of its target numbers of screening officers for the summer in many airports, including Toronto Pearson International Airport and Vancouver International Airport. CATSA has also accelerated the use of pre-certified screening officers to carry out non-screening functions, optimize resources, and enable certified screening officers to focus their efforts on key security functions.



Source: Passenger Terminal Today



Airline industry profitability likely in 2023

The International Air Transport Association's (IATA) Director General, Willie Walsh, says the profitability across the airline industry is "on the horizon" in 2023 due to travel restrictions getting eased, strong pent-up demand for travel, and expanded personal savings. However, airlines will have to guard themselves against a higher cost environment due to the rise in fuel prices, says the global body of airlines. Worldwide losses for the industry are expected to reduce to US$9.7 billion in 2022, an upgrade from the earlier forecast of US$11.6 billion. The losses in 2020 stood at US$137.7 billion and in 2021 at US$42.1 billion.

He, speaking at IATA's Annual General Meeting in Doha, said profitability will be led by North America, which is expected to clock US$8.8 billion profit in 2022. For Asia-Pacific airlines, recovery has been lagging due to strict and enduring travel restrictions, particularly in China, along with an uneven vaccine roll-out. Despite the slow recovery, the Asia-Pacific will be the fastest-growing region over the next two decades due to the favourable income growth and demographic factors and is expected to add around 2.5 billion additional passenger journeys per year by 2040.

Source: Business Standard

SIA's capacity is up 126 per cent

Singapore Airlines (SIA) has carried more than 1.7 million passengers at a group level (which includes a budget carrier, Scoot, in May. Compared with a year ago, its passenger capacity has risen 126 per cent. The SIA says the strong recovery in air travel that continued in May was because of the island nation's relaxed border restrictions that started in April, removing "the need for quarantine and on-arrival Covid-19 tests for fully vaccinated travellers and removing pre-departure Covid-19 tests." It added "apart from North Asia, travel demand recovered rapidly across all route regions. SIA's Group's passenger capacity (measured in available seat-kilometres) reached 61 per cent of pre-pandemic levels in May, four percentage points higher than the month before. However, the cargo load factor was 22.3 per cent lower year-on-year at 65.4 per cent as cargo capacity (capacity tonne-kilometre) increased 30.2 per cent on the back of the resumption of passenger flights increasing belly-hold space.

Source: The Print

Global airlines market to reach US$744 billion by 2026

The aviation industry had been the worst hit sector by the pandemic as lockdowns and shutdowns in almost all countries across the world led to widespread restrictions on air travel. The cancellation of flights has wielded an adverse impact on the global airline industry. Amid the crisis, the global market for airlines, estimated at US$332.6 billion in 2020, is projected to reach a revised size of US$744 billion by 2026, growing at a CAGR of 12.7 per cent over the period, according to a study. Passenger Airlines, one of the segments, is projected to grow at a 15.2 per cent CAGR to reach US$587.8 billion by the end of this period. China is forecast to reach US$142.8 billion by 2026. Within Europe, Germany is forecast to grow at approximately 11.7 per cent CAGR while the rest of the European market will reach US$148 billion by the close of the analysis period.

The global freight sector, estimated at US$113.6 billion in 2020, is projected to reach US$170.6 billion by 2026. Europe constitutes the largest regional market for the freight segment, accounting for 24.5 per cent of the global sales. China is poised to register the fastest compounded annual growth rate to reach US$26.3 billion by the close of the period.

Source: Yahoo!

Dutch government issues world's first cap on flights



Schiphol airport in the Netherlands is set to permanently cut the number of flights in a bid to reduce noise and air pollution From the end of 2023, the third busiest airport in Europe for passenger traffic will limit the maximum number of flights each year to 440,000, about 12 per cent less than in 2019. The Ministry of Transport said the flight cuts will restore "the balance between a well-operating international airport, the business climate, and the interests of a better and healthier living environment". The airport has faced staff shortages this year and has to reduce CO2 emissions and pollutants such as nitrogen oxide. The Netherlands previously cut the national speed limit to 100km per hour to reduce nitrogen pollution. Dutch airline KLM described the decision as "highly detrimental" and said "it does not tally with the desire to retain a strong hub function" for Schiphol. The airport said it supports a "well-thought-out approach" that helps it achieve its goal of "connecting the Netherlands with the world as an increasingly quieter and cleaner Schiphol." The UN chief Antonio Guterres has called for international shipping and aviation targets to be radically strengthened, in line with the Paris Agreement goal to limit global warming. Aviation accounts for 2.1 per cent of global emissions. The sector has agreed to an "aspirational goal" to make air travel growth carbon-neutral from 2020, establishing a carbon offsetting scheme to buy emissions reductions in other sectors. It is the first time a government has announced a flight cap.

Source: Climate Change News

Global airline capacity set to hit 100 million seats a week

The airline industry's recovery from the pandemic slowdown continues apace with aviation analysts at OAG predicting global weekly seat capacity will hit 100 million in July. Nearly 100 million seats a week are on offer worldwide. Airlines are on track to hit the magic nine-digit number in mid-July after a series of incremental week-by-week increases. The last two-plus years have proved a wild ride for the airline industry. The current numbers are trending towards pre-pandemic levels and exceeding levels seen over the past two years. Global aviation group OAG has crunched the numbers and revealed current total weekly seat capacity is sitting at 96.6 million - that's 36 per cent up on the same week last year and only 17 per cent below the comparable 2019 figure. OAG is predicting weekly seat capacity will hit the 100 million mark in mid-July. The total airline capacity for the month settled at 396.8 million, representing a 42 per cent increase from the previous year, according to OAG. At the beginning of the month, there were plans to operate 419.4 million seats- airlines adjusted capacity during the month by around 22.6 million seats. Seat capacity is still shy of pre-pandemic levels but trending upwards At the start of 2020, just before the pandemic hit, over 476 million seats a month were available across the global airline industry. By May 2020, total month seat availability hit its low watermark of just under 146 million. Since then, it has been a case of swings and roundabouts - numbers would gradually trend up before another setback. OAG is confident the global recovery will continue its upwards trajectory.



Source: Simple Flying

Modernizing airport charges will be beneficial



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

Recent statements made by IATA, whose 290 member airlines account for carrying 82 per cent of total available seat miles air traffic, do not reflect current market and economic realities as airports, airlines, ground handlers and other stakeholders work together to rebuild the sector following a historic downturn due to the pandemic. At a time when the air transport industry has never been more united, it remains of utmost importance that fellow aviation organizations continue on this path of collaboration and cooperation.

Airport charges represent a small proportion of airline costs historically. They are a fundamental revenue source for airport operators to cover the cost of infrastructure. Airport revenue generated from aeronautical charges represents as much as 55 per cent of all revenues (including passenger- and aircraft-related charges). This crucial source of revenue is necessary to invest in sustainable infrastructure and technology for current and future growth. However, airport charges represent less than five per cent of airline costs historically.

Like other businesses in the aviation ecosystem, airports are businesses in their own right. Airports lost US$65.5 billion in 2020 alone. And like many other areas of business, unit costs have gone up while unit revenues are not keeping pace. Even with significant cost-cutting exercises throughout the pandemic, the financial stress endured by airport operators due to passenger traffic losses is now unsustainable and cannot be absorbed.

Fundamentally, airports will always remain infrastructure-intensive businesses. Airport charges have been declining before the pandemic across all regions. Global airport charges per passenger have on average declined by approximately 20 per cent in real terms in the five years up to 2019. Regulated airport charges across several jurisdictions in their current state are inversely linked to traffic levels.

From a policy perspective, regulators must consider what is ultimately best for the consumer. Overall, it is time to modernize the economic oversight of airport charges which should be more reflective of market conditions allowing for risk to be shared across airlines and airports. Fundamentally, global regulatory frameworks need to be fair for the entire ecosystem so we can collectively thrive and rebuild a sustainable future to best serve our end user—the passenger.

Industry-wide profit on the horizon in 2023

People who longed for the freedom to fly are taking to the skies again—and in growing numbers.

By next year, most markets should see traffic reach or exceed pre-pandemic levels.

Air cargo stood out as a lifeline for vaccines, supply chains, and airline revenues throughout the crisis. It has grown to be an even more vital contributor to revenues.

Covid-19 was catastrophic. The response of governments dismantled connectivity, destroyed jobs and inflicted misery on people.

We survived, defying predictions of bankruptcies and failures. It certainly helped that before the crisis, the industry's financial foundations were at their strongest point ever.

Airlines took prudent and difficult decisions to stay afloat as revenue evaporated. For our people, it was a story of wage cuts, layoffs, reassignments, or retrenchments but let's not forget that these actions saved hundreds of thousands of jobs.

Our shareholders and financiers provided much-needed loans and investments. Our industry is now leaner, tougher, and nimbler. Our latest analysis shows losses in 2021 close to US$42 billion, a huge loss, but down from our earlier estimate of US$52 billion. And we now believe that global losses will be cut further, to US$9.7 billion this year. I

Industry-wide profit should be on the horizon in 2023. Yes, we are resilient, and we are rebounding. While the outlook is positive, the business environment is challenging. There is no way to sugarcoat the bitter economic and political realities we face.

The desire to travel and the necessity of moving goods are both solid. During the Global Financial Crisis, travel patterns changed, but passenger numbers held steady, with a quick return to growth from 2010. And the decade that ensued delivered aviation's strongest financial performance ever.

History repeats itself. We already see strong demand that will grow in the months and years ahead. Covid-19 will not be the last global pandemic. We all hope for a very long gap before the next one.

We must learn from the mistakes made in how aviation was shut down and how it is being reopened. The longer-term priority is ensuring that governments work much more closely with airlines in the next crisis—whatever that may be.

Edited speech delivered in Doha at the IATA Annual General Meeting



Willie Walsh
Director-General
IATA



Air cargo market heads toward second-best year

The air cargo business is shaping up to post one of the industry's strongest years ever with cargo revenues nearly double those before the pandemic. The International Air Transport Association (IATA), posting its cargo forecast, said it is inching closer to profitability in 2023.

The airline trade association said it expects cargo to continue supporting the industry's performance. Volumes are projected to rise this year even as cargo yield moderates with the additional belly capacity from passenger aircraft returning to service. "Cargo is performing well against a backdrop of growing economic uncertainty. ... It is a time for optimism, even if there are still challenges on costs, particularly fuel, and lingering restrictions in a few key markets," said IATA Director General Willie Walsh. Cargo revenues are expected to tally US$191 billion, a 6.4 per cent reduction from 2021's peak of US$204 billion and nearly twice the US$100 billion achieved in 2019. Airfreight will account for 24.4 per cent of total passenger and cargo airline sales, IATA estimated. Cargo represented 36.2 per cent and 40.3 per cent of airline revenues in 2020 and 2021, respectively, compared to about 12 per cent in the preceding four years. Airlines are projected to carry more than 75 million tonnes of cargo this year - a record high. IATA projects air cargo volumes to be 11.7 per cent above the pre-pandemic level following red-hot 2021 growth of 6.9 per cent versus 2019. Over the past 20 years, global trade has grown, on average, six per cent annually. IATA forecasts the value of international trade shipped by air this year to be about US$8.2 trillion, up from US$7.5 trillion in 2021.

Source: Freight Waves



Three shipping lines developing their cargo airlines

The world's three biggest shipping lines have sky-high ambitions to develop their cargo airlines. Maersk, Mediterranean Shipping Company (MSC), and CMA CGM are buying aeroplanes, merging with air cargo vendors, and striking partnerships with existing airlines to expand their air cargo offerings. After two years of soaring shipping profits, the firms know high ocean freight rates fueled by the pandemic won't last forever. They're now diversifying into other corners of the logistics business, from trucking to warehousing to supply chain software development before shipping prices collapse. As freight companies bet on a future of vertically-integrated cargo companies, all three shipping lines are racing to dominate supply chains from land, sea, and air. CMA CGM partnered with Air France-KLM to quickly expand its air cargo capacity. They will share space onboard their freighter jets. Maersk bought two new 777 freighters from Boeing and leased three 767 freighters from a cargo airline to expand its in-house fleet of 15 cargo jets. It also bought Senator International to book space on cargo planes. Maersk Air Cargo say its goal is to use the in-house airline to transport a third of the air freight space it sells to its clients, and contract the rest out to other carriers and charter companies. MSC wants to get into the business. The shipping line offered to buy a majority stake of troubled Italian state airline ITA Airways.



Source: Quartz

Europe to launch new security rules in 2023

The European Commission (EC) is urging the air cargo industry to prepare for new rules that from March 2023 will require the submission of advanced shipment information before air cargo is loaded. The new rules mean that all freight forwarders, air carriers, express couriers, and postal operators transporting goods to or through the European Union (EU), including Norway and Switzerland, will be required to submit advance cargo information in the form of a complete entry summary declaration (ENS) as part of the second phase of the new customs pre-arrival security and safety programme. Previously, the information was needed to be submitted four hours before arrival- now it will be input before shipments are loaded onto an aircraft. The freight forwarders, express couriers and postal operators will be legally responsible for providing the data.

Source: Air Cargo News

Emirates SkyCargo to see a rise in Indian exports

Emirates SkyCargo, the airfreight division of Dubai-based airline Emirates, expects a rise in exports of perishables from India in the next five years. The Comprehensive Economic Partnership Agreement (CEPA) signed between India and UAE would give exports of pharmaceuticals and perishables a further boost. India was one of the largest exporters of a wide variety of perishables. Since May 2021, it had moved over 2,60,000 tonnes of perishables from agricultural markets, including India, and has seen a 10 per cent increase year on year. Currently, pharmaceutical products constitute 15 per cent of its consignment from India followed by perishables like fruits, vegetables and flowers which account for 14 per cent. This number is expected to grow in the CEPA regime. CEPA between India and UAE would enhance trade between India and UAE from the US $60 billion now to US$100 billion in five years. India happens to be one of the largest origins of pharma in the Emirates network. Around 35 per cent of Emirates SkyCargo's total pharma tonnage comes from India. It now operates 11 Boeing 777 freighters and flies to Mumbai and Ahmedabad regularly. Besides, it makes use of the belly space available in more than 170 weekly passenger flights of Emirates that fly from Dubai to nine Indian cities.



Source: The Hindu

Austria to get a new traffic management system for drones

The Austrian airspace has welcomed a new drone traffic management system to be implemented in 2023, which will ensure that drones continue to travel safely in the future. Austro Control has made strides toward the safe integration of drones into Austrian airspace. A new drone management solution will be operational by early 2023. The number of drones in Austrian airspace is ever-increasing. To ensure that drones continue to travel safely in the future, dedicated traffic management systems with automated solutions are needed.

The new system offers advantages for drone pilots on the one hand and Austro Control's air traffic controllers on the other hand. The new digital traffic management system ensures that flight clearances for drones are handled faster, safer, and more efficiently in the future in an area where both manned and unmanned aircraft are on the move. The UTM solution will provide future communication between drone pilots and Austro Control will be based on digitalisation and automation.

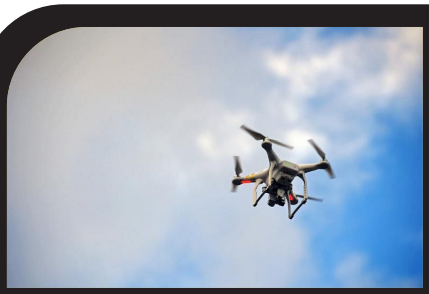
Source: International Airport Review

Indian company to set up 150 drone pilot training schools by 2025

Drone Destination, India's first remote pilot training organisation approved by the aviation regulator, Directorate General of Civil Aviation (DGCA), plans to set up 150 drone pilot training schools across the country by 2025 from its headquarters in Delhi. It intends to partner with universities, agricultural institutes and police academies to serve the distinct needs of the ecosystem and enable employment and entrepreneurship opportunities to over 100,000 individuals required by the industry by 2025. It currently runs six remote pilot training schools in the country, including four in association with Indira Gandhi Rashtriya Uran Akademi (IGRUA), the largest flying training organisation under the Ministry of Civil Aviation at Gurugram, Bengaluru, Gwalior and Dharamshala; one in association with Sanskardham Global Mission Institute; and Punjab's first Drone Training School in Chandigarh University. The company is adding two more schools to its network in association with Hindusthan College of Engineering in Coimbatore and with Vaigai College of Engineering in Madurai. The company has trained 500 pilots till now and intends to train about 1,500-2,000 pilots from the Gurugram centre in the coming year, and 500 pilots each from other locations. In association with IGRUA, it has also developed more than 150 DGCA-approved drone instructors in the country.

Source: Business Today





No kites and drones flying over most of Singapore

Until the end of the National Day Parade (NDP), unauthorised flying of kites and drones over much of Singapore has been banned on selected days in June, July and August to protect low-flying aircraft participating in NDP performances. The no-fly areas include The Float@ Marina Bay, where the parade will be held, and popular recreational areas such as East Coast Park and Marina Barrage. Most of the flight bans will fall on Saturday. A map shared by the Civil Aviation Authority of Singapore shows the no-fly zone will sometimes span from Tuas port in the southwest to as far as Pulau Ubin, off Singapore's north-eastern tip. The north-western parts of Singapore, including areas such as Choa Chu Kang and Lim Chu Kang, and residential areas in the west, like Pioneer and Boon Lay, will be unaffected by this flight ban. Each year, the authorities impose temporary restrictions during selected days over a certain area to ensure public safety and protect low-flying planes involved in NDP performances. During the specified periods, all unauthorised aerial activities, including kite-flying, hoisting of captive balloons and flying of unmanned aircraft into and within the established area, are prohibited. Those who flout the rule can be fined up to $20,000 for the first offence under the Air Navigation Order. The maximum fine is doubled for the second offence, with a jail term of up to 15 months possible for repeat offenders.

Source: Straits Times

New air traffic control centre in Bahrain

The island nation of Bahrain in the Arabian Gulf region has scheduled the initial operations at its new hi-tech air traffic control (ATC) centre from July. The state-of-the-art hub includes a 676-square metres hall featuring cutting-edge air traffic control equipment.

The new hub, to be run by the Transportation and Telecommunications Ministry, will represent a quantum leap forward for civil aviation and keep pace with steadily-growing transit air movement in the country's airspace. The new building is fitted with state-of-the-art equipment and air traffic control systems for BD601 million. It also includes the latest processing radar information and flight data systems in addition to an integrated voice communications system and air traffic control recording system, which includes audio and radar communications recordings. French company Aéroports de Paris Ingénierie, a subsidiary of Aéroports de Paris, designed the centre to provide safety and quality criteria set by the International Civil Aviation Organisation and is also supervising work. The Tender Board had awarded the BD2.462m project to Al Jameel Construction and that the existing centre was assisting with 600,000 flights passing Bahrain's airspace a year. A planned state-of-the-art automatic aircraft landing system is also estimated to cost BD780,000 and BD810,000 after 2022. The government has already spent BD413.81m on the airport expansion, BD250,000 on consultancy for the new landing system and BD6.61m on its air control building. Equipped with the latest technology and supported by new infrastructure, it will not only increase the airport's capacity but also deliver a 'hassle-free experience and the highest standards of luxury'.

Source: Zawya



ADS-B IN can assist pilots to identify potential traffic conflicts



A cockpit display or electronic flight bag app showing traffic information from ADS-B IN data can alert the pilots about mid-air collisions by letting them know the position of the other aircraft with the visual acquisition. An Australian Transport Safety Bureau study had been undertaken to determine what effect an ADS-B IN system would have had on the pilots' ability to detect traffic as they converged. Aircraft fitted with ADS-B OUT transmit positional and speed information derived from GPS to receivers including those used for air traffic control. Aircraft fitted with ADS-B IN equipment can receive this information on nearby aircraft, aiding pilot situational awareness.

The study found that even in clearer conditions the aircraft was unlikely to have had sufficient time to visually acquire one another in time to avoid a collision. Analysis indicated that even in clearer conditions than experienced on the day of the accident, closing speeds and shielding by the aircraft structures would have limited the pilots' opportunities to acquire the other aircraft, with two of the four pilots involved likely having the opposing aircraft shielded from their view at key moments before the collision. As part of the study, the ATSB developed scale three-dimensional models of the internal and external structures of representative aircraft using laser scanning technology and determined the pilots' approximate eye position within each model.

Source: Mirage News



IATA favours incentives to increase SAF production

The International Air Transport Association (IATA) has called upon governments to urgently put in place large-scale incentives to rapidly expand the use of Sustainable Aviation Fuels (SAF) as aviation pursues its commitment to achieving net-zero carbon emissions by 2050.

To fulfil aviation's net-zero commitment, current estimates are for SAF to account for 65 per cent of aviation's carbon mitigation in 2050. That would require an annual production capacity of 449 billion litres. Investments are in place to expand SAF's annual production from the current 125 million litres to 5 billion by 2025. With effective government incentives, production could reach 30 billion litres by 2030, which would be a tipping point for SAF production and utilization. With incentives for SAF, IATA says it could see 30 billion litres available by 2030. Though still far from where we need to be, it would be a clear tipping point towards our net-zero ambition of ample SAF quantities at affordable prices. In 2021, irrespective of price (SAF is between two and four times the price of conventional jet fuel), airlines have purchased every drop of the 125 million litres of SAF that was available. Already more than 38 countries have SAF-specific policies that clear the way for the market to develop. Taking their cue from these policy measures, airlines have entered into US$17 billion of forward-purchasing agreements for SAF. Electricity production through solar or wind power faced similar hurdles as these technologies replaced fossil fuels. With effective policy incentives, both are now affordable and widely available. Under its Fit for 55 initiative, the EU is planning to mandate that airlines uplift five per cent SAF at every European airport by 2030. Hydrogen and electrically powered aircraft are part of aviation's plan to achieve net-zero emissions by 2050, but they are likely to be limited to short-haul routes.

Source: IATA



Eight airlines opt for Electronic Flight Assistant

Eight airlines from the Americas, Asia, Europe and the Middle East have subscribed to Mission+ by NAVBLUE. National Airlines, Air Transat, Peach Aviation, flyadeal, Jazeera Airways, Cyprus Airways, Air Malta and Airbus Transport International (ATI) have turned to Electronic Flight Assistant. Officially launched by Airbus in November 2021, Mission+ had been created by NAVBLUE combining its flight operations expertise, the technical experience of Airbus pilots and the feedback from airlines worldwide. Gathering all the information pilots need in one single application on a globe-centric display, it integrates mission management data and documentation, cockpit checklist, navigation charts and airport maps, real-time weather conditions, and aircraft performance data – usually only available to pilots via multiple sources. A true Electronic Flight Assistant, Mission+ reduces pilot workload and streamlines the flow of information between ground and onboard systems.

Source: Asian Aviation



Rolls-Royce advances hybrid-electric flight

Rolls-Royce has announced the development of turbogenerator technology, which includes a new small engine designed for hybrid-electric applications. The system will be an on-board power source with scalable power offerings and will complement the Electrical propulsion portfolio. Current battery technology means all-electric propulsion will enable eVTOL and fixed-wing commuter aircraft for short flights in and between cities and island-hopping in locations like Norway and the Scottish Isles. Rolls-Royce experts in Germany, Norway and Hungary are developing the turbogenerator design and working on its system integration and are focused on ensuring smart power distribution during flight. The turbogenerator will recharge batteries after take-off or power propellers directly, enabling aircraft to switch between power sources in flight. The research and development are being part-funded by the German Ministry for Economic Affairs and Climate Action. Rolls-Royce is committed to ensuring its new products are compatible with net-zero operation by 2030 and all its products compatible with net-zero by 2050.

Source: Zawya



Thales launches airport scanner

Thales has developed a new scanner, HELIXVIEW, which it claims could revolutionise the airport experience for both passengers and airline companies. HELIXVIEW, based on Thales's expertise in Artificial Intelligence (AI) and Cybersecurity, is a stationary, compact, and lightweight C3-compliant scanner (the next standard applied to the certification for EDS CB) that combines X-ray nanotechnology-based electronic scanning and 3D imaging reconstruction. With this solution installed at checkpoints, passengers will no longer need to remove their items from their luggage. The technology is fine-tuned to detect all forms of prohibited items, whether explosives, knives, or even weapons that have been dismantled and positioned in separate parts across several bags. Artificial Intelligence capabilities are leveraged to detect and interpret threats. The system then instantly provides the operator with a threat/no threat instruction for the bag. Security airport concerns remain as present as ever for airport staff and airlines, who need to be able to ensure precise and failsafe threat detection.

Source: Asian Aviation