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حكومة دبي
GOVERNMENT OF DUBAI

هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

Via Dubai

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Expo 2020 Dubai

Mohammed bin Rashid:

The UAE showed the world a different image of creativity that touched the hearts and minds of all segments of society

Dubai accords accreditation for dedicated Drone Box System for security purposes

Luis Felipe de Oliveira to Via Dubai:

"We call on governments to ease travel restrictions to revive the aviation sector"

Dubai embarks on rapid digital transformation drive

EXPO 2020 إكسبو
دبي، الإمارات العربية المتحدة
DUBAI, UNITED ARAB EMIRATES
OFFICIAL SUPPORTER | داعم رسمي

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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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US airline ticket sales exceed a 2019 milestone for the first time

Data analysis has revealed that February 2022 bookings for US travel beat those preceding the pandemic and summer looks promising for the industry if fuel costs cooperate.



GE sits on a massive navigation database

GE Aviation has achieved 400 million flight hours and 37 years of on-time delivery of their navigation database to airlines globally.



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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Thank You Expo 2020 Dubai



As it closed Expo 2020 Dubai, the UAE has opened a new chapter in terms of the future strengthening of international relations, eventually consolidating its position as an important and key player on the international stage.

During the six months of the mega event, the Emirate of Dubai and the UAE have led the process of global economic recovery and enhanced the movement of vital sectors, such as tourism, trade, aviation, business and logistics, providing hope of overcoming the negative impacts that the pandemic has left on the lives of people on this planet.

During this global event, we have also witnessed a significant growth across numerous vital sectors, most prominently real estate, tourism, hospitality, retail and food trade. Likewise, the civil aviation industry has enjoyed a great recovery, especially at the level of Dubai International Airport, which is expected to welcome an increasing number of passengers reaching over 57 million by end of this year.

We have brought the world more closer in a span of just six months and shown to the world an example of what can be attained by virtue of tolerance, peaceful coexistence and achieving balance in all aspects of life. I think this is bound to make the world reconsider the importance of these values and move forward on the path of fostering and spreading them to achieve progress, prosperity and growth that will result in the welfare, righteousness and prosperity of all mankind.

In this regard, we must also not forget the physical legacy left by Expo 2020 Dubai in its capacity as a long-term investment for the future, with the Expo site representing a world-class city that will stand as an edifice to one of the greatest events ever organised. The site will remain vibrant and will testify to our wise leadership's wisdom and vision of Dubai's future and its positioning on the map of great cities.

On this occasion, I would like to express my deep appreciation to all those who contributed to the success of this event, which has once again demonstrated the ability of the UAE to efficiently and effectively host the largest of global events.

Ahmed bin Saeed Al Maktoum

Harvesting Expo 2020 Dubai's Success



Expo 2020 Dubai constituted a qualitative addition on the journey to connect the world and emphasized that the more than 7.9 billion people on the planet share its bounties and challenges, and therefore they need to work towards strengthening the cooperation for the good of all.

With the end of the activities of the global event, which caught everyone's eyes for six months, a new phase of work has begun to transform the sprawling site into a modern city called District 2020 that aligns with Dubai's vision of becoming the best city to live in, work and invest.

Expo 2020 Dubai has contributed to strengthening the emirate's efforts toward facilitating the global economic recovery. This is evident through reliable economic reports, issued by the Dubai Chamber of Commerce and Industry, on the added value that Expo 2020 Dubai provided to the emirate's business community.

On the aviation front, Emirates, flydubai and other international airlines, operated more flights through Dubai International Airport (DXB) and Non-Schedule Operators through Al Maktoum International Airport (DWC) to connect the world during one of the most critical times in human history - the pandemic. We have witnessed significant growth in the number of passengers through our international airports during the past six months, which will contribute towards reaching our expectation of dealing with more than 57 million passengers by the year-end.

We are proud of the resounding success of Expo 2020 Dubai, where everyone has stood as one towards its success, from the Federal and Local governments to the private sector and community members, regardless of whether they are citizens or expats. All of them have contributed their efforts, time and money to achieve the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, to present an exceptional Expo and consolidate the UAE's position globally as a major player in charting the future of the world over the next 50 years.

Mohammed Abdulla Ahli



Dubai accords accreditation for dedicated Drone Box System for security purposes

His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority, Chairman of Dubai Airports and Chairman and Chief Executive of Emirates Airline and Group, presented His Excellency Lt. Gen. Abdullah Khalifa Al Marri, Commander-in-Chief of Dubai Police, an accreditation certificate for a first-of-a-kind a high-quality dedicated drone system for security purposes in the Emirate of Dubai. The system had been adopted by the Dubai Civil Aviation Authority for the benefit of the Dubai Police General Command.

The handover ceremony was attended by several dignitaries and officials from both DCAA and Dubai Police. This is one of the best-advanced systems in the drone sector and is planned to be used for security purposes and other tasks that serve the safety and best interest of society.

His Highness Sheikh Ahmed stressed that the accreditation of the Drone Box system represents a unique step as the regulation mechanism aims to preserve Dubai's airspace and make it attractive to advanced technologies that serve the country and the public interest.

The aviation sector represents the key pillars of the economy, both local and national, and it is witnessing continual development and progress to achieve the ambitious vision of the wise leadership that aims to make the UAE a global leader in shaping the future.

His Excellency Mohammed Abdulla Ahli, Director-General of Dubai Civil Aviation Authority (DCAA) and CEO of Dubai Air Navigation Services (dans), said the accreditation of the system by the Authority represents one of the key components of the Dubai Avionic Dome initiative. It is a regulatory pillar for the drone sector through the registration and licensing of this type of system and its operational activities. This step is one of the first that aims to make the UAE a leader at the global level.

The Authority is keen to exercise its legislative and regulatory role to enhance the position of the Emirate by attracting and adopting such advanced systems and ensuring that their application is based on best international practices.

His Excellency Lt. Gen. Abdullah Khalifa Al Marri, Commander-in-Chief of Dubai Police, commended the Law No. 4 of 2020 on the "regulation of drone operations in the Emirate of Dubai" issued by His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, and the inauguration of Drone Box system as the launchpad for automated drones in the Emirate to reduce the response time needed in high emergencies.

He thanked and appreciated His Highness Sheikh Ahmed bin Saeed Al Maktoum for presenting Dubai Police General Command with a certificate of accreditation for the first drone dedicated system. He also thanked His Excellency Mohammed Abdulla Ahli for consolidating the strategic partnership between Dubai Police and the Dubai Civil Aviation Authority which will contribute to the further development of joint projects between them to extend and enhance safety and security in the public interest.

Abu Dhabi delegation visits DCAA

A delegation from the Department of Municipalities and Transport in Abu Dhabi and Abu Dhabi Airports (ADAC) visited the Dubai Civil Aviation Authority (DCAA) headquarters. The delegation members were welcomed by Khalid Al Arif, DCAA's Executive Director, along with other senior officials from the civil aviation regulatory body. The delegation members included Nasser Al Balushi, GM (Operations Support), Aws Al Khanjari, GM (Emergency Services and Quality), Assurance, Rashed Al Kaabi, Director of Civil Aviation Policies and Projects, and Jaafer Allauddin, Advisor, Aviation Sector. The visit had been designed to share the experiences and best practices in surface obstacle control systems, electronic terrain database, the safety of helipad operations and ways to manage risks. Both sides underscored the need to enhance cooperation and exchange knowledge and experiences about the safety of the airspace.







Expo 2020 Dubai

Mohammed bin Rashid:

The UAE showed the world a different image of creativity that touched the hearts and minds of all segments of society



By Ghassan Suleiman Amhaz

For decades, the world has not witnessed a country with its full potential and human resources standing behind a global event, as had happened with Expo 2020 Dubai, which embodied the summit of human creativity in hosting an event for six months at a very critical period in the history of humanity.

Thus, word falls short to praise the UAE and its wise government for the resounding success achieved through hosting the global event that accelerated the recovery of the global economy, especially in the aviation, tourism, trade and science domains and contributed to shaping the future of the world. All citizens and residents of the Emirates are worthy of praise for their wonderful and endless efforts towards making this event a resounding success, a story that is very difficult to repeat.



His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, underlined that the UAE “during the Expo 2020 journey, showed the world a different image of creativity that touched the hearts and minds of all the segments of society, and the people of the Emirates demonstrated their abilities to face difficulties and challenges”.

He added: “In every moment of this journey, we reflected the values of the people of the Emirates of love and hospitality... Today is not the end of Expo 2020 but a new beginning... The Emirates and Dubai, God willing, will remain in their brilliance and strength and in their ability to connect minds... and make the future .. with this exceptional government and the leadership of my brother Mohammed bin Zayed, Crown Prince of Abu Dhabi and Deputy Supreme Commander of the UAE Armed Forces.”

More than 190 countries participated in Expo 2020 Dubai which started on October 1, 2021, along with international organizations and institutions, local and international companies and academic bodies in the world's largest exhibition which is also the oldest in history and the most comprehensive content-wise and with most profound impact. It came at a time when the world has been preparing for a new start on the path of progress and development post-pandemic.

Commenting on its conclusion, His Excellency Sheikh Nahyan bin Mubarak Al Nahyan, Minister of Tolerance and Coexistence and Commissioner-General of Expo 2020 Dubai, said: "Ends are nothing but new beginnings. This is how we see the paths for several accomplishments to come, as we conclude today the march of the first World Expo that was witnessed in our country, and indeed our entire region."

He said: "From the beginning, we set the goal in mind, and we proceeded tirelessly towards it. Our goal was to Connect Minds and Create the Future. We started working on it from the very first moment. We pledged that Expo 2020 Dubai will remain immortal in the memory, and ever since we won the mandate to host the Expo, we have had a unique experience.”

“During the Expo, we exchanged ideas and opinions and shared challenges facing the world and reaping the fruits and instilling memories. At the end of Expo 2020 Dubai, we together opened a new page entitled: Cooperation and partnership, and its starting point are from the land of our beloved country.”

He stressed the march of Expo 2020 Dubai since its hosting and

every achievement made is the fruits of the vision of our wise leadership of His Highness Sheikh Khalifa bin Zayed Al Nahyan, President of the UAE, His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, His Highness Sheikh Mohamed bin Zayed Al Nahyan, Crown Prince of Abu Dhabi and Deputy Supreme Commander of the UAE Armed Forces and His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, Chairman of Dubai Airports, President and Chief Executive of Emirates Airline and Group and Chairman of the Expo 2020 Dubai's Higher Committee and other members of the Supreme Council.

He added: "We extend our deepest thanks, appreciation and gratitude to all of them for their unstinted support for the historic global exhibition. I extend my sincere thanks and appreciation to Her Excellency Reem bint Ibrahim Al Hashemy, Minister of State for International Cooperation and Director-General of Expo 2020 Dubai, and her entire team, in addition to thousands of volunteers, the Bureau International des Expositions (BIE) -- the intergovernmental organization in charge of overseeing and regulating World Expos -- and my fellow Commissioner-Generals for their tremendous efforts in presenting the great global event to the people who will cherish it for a long time to come".

He added: "We also thank everyone who shared this global success story with us, especially the UAE society whose combined efforts help achieve the vision of our wise leadership. We had the honour to welcome millions of visitors from all over the world -- our land has always been a destination where the people of the world meet. Over the six months, we welcomed at the Expo the whole world and its leaders and peoples. We were honoured to meet delegations and personalities and the visitors. We celebrated with the world the National Days of countries at the very heart of Expo 2020 Dubai in the land of tolerance and peaceful coexistence. Among our most important guests were future generations, especially hundreds of thousands of visitors who were hosted by the Expo's School Programme. They will bring the positive change we want for a more sustainable and secure world, with fairness to all.

His Excellency said: "Together, we learned a lot and emphasized that the essence of humanity is one and that our destiny is one. We gathered under one umbrella at a difficult time the world had never



"His Excellency Sheikh Nahyan bin Mubarak Al Nahyan: We look forward to the sustainable legacy that our sons and daughters will carry forward to complete the grand goals



seen before, and we embodied the human power in its best form. We made Expo 2020 Dubai a symbol of hope".

He added: "Together, we celebrated the Golden Jubilee of the UAE and opened with you a new phase of prosperity and development for the next 50 years. My message to future generations and leaders: Let the knowledge, ideas and innovations of Expo 2020 Dubai be a source of inspiration to build a new world based on cooperation, tolerance, coexistence and peace."

He said: "We look forward to the Expo's sustainable legacy that our sons and daughters will carry forward to complete its grand goals, and stimulate innovation and creativity, in a harmonious global society. More than 50 years ago, we participated in Expo Osaka in 1970. We are now looking forward to participating in Expo Osaka 2025 that will bring unique and rich experience to both the UAE and the whole world." He added: "I reiterate that our doors will remain open to all. The UAE had been and will remain a homeland for all humanity. It will greet you always and forever."

On his part, His Excellency, Korea's Jai-Chul Choi, President of the BIE General Assembly, expressed sincere thanks and gratitude to the UAE's wise leadership for the support it provided. It was an essential pillar behind the success of the wonderful global event that gathered to advance the march of human progress and development in various domains.

During his speech, he underscored the success of Expo 2020 Dubai has been the result of the vision that led to its successful organization- the first in the Middle East, Africa and South Asia (MEASA) and it was also the first time that the global event witnessed the setting up of pavilions by more than 190 countries. The success of Expo 2020 Dubai has been the result of collective efforts based on the pivotal role of the UAE, with complementary contributions coming in from BIE in its capacity as the organizer along with all participating countries from around the world.

The official pointed out Expo 2020 Dubai is a classic example of the world's ability to navigate the challenges through cooperation to achieve the goals and in discussing the present challenges and future opportunities available to the world, and granting the future generations the new tools that enable them to create a better future. He called upon all participants in Expo 2020 Dubai to take with them to their countries the vision and ambitions that everyone has been exposed to during the previous six months and make the world better.

After 182 days of unforgettable experiences, Expo 2020 Dubai came to a close. It recorded 24,102,967 visits, welcomed 192 countries and showed the world what can be achieved when humanity comes together. Expo 2020 Dubai marked a major achievement for the emirate and heralded a historic moment for the UAE – made even more significant by being hosted in the year of its Golden Jubilee. Sheikh Ahmed bin Saeed Al Maktoum, Chairman of the Expo 2020 Dubai Higher Committee, said: "After an incredible six months, we are immensely proud to have staged a World Expo that has Connected Minds, Created the Future and inspired the world. This is a triumph that will go down in history as a beacon of unity and hope – a tremendous honour for the UAE as we celebrated our 50th year and a defining moment in the history of our nation."

Expo 2020 Dubai has been hailed as a huge success and a beacon of hope, bringing together the international community in a show of resilience in uncertain times and overcoming a raft of challenges, including the global pandemic, which necessitated its one-year postponement and restricted global travel, and adapting to new variants



"His Excellency Jay-Chul Choi: All thanks and gratitude to the wise leadership of the UAE and its support for the event

with an agile and robust health-and-safety response.

Her Excellency Reem bint Ibrahim Al Hashemy, Minister of State for International Cooperation and Director-General, Expo 2020 Dubai, said: "Despite the inconceivable challenges, including the pandemic, a new variant, and conflicts in different parts of the world, we have delivered on this promise with purpose and passion. We have presented world-class entertainment, we have shared our cultures and ideas, and we have sought solutions to some of our greatest global challenges. She added: "We owe our sincere gratitude and respect to everyone who has come together to become part of this – from our 30,000-strong volunteer force to the dedicated Expo Tribe, our Participants and Partners, and the Expo 2020 Dubai Higher Committee. This has been a truly collective effort and a shining manifestation of its theme, Connecting Minds, Creating the Future."



Airlines are working their way to get out of the mess slot rules at airports caused due to the pandemic

Revising Slot Rules

The European Commission (EC) has prolonged airport slot relief rules through next summer, running from March until October 2022.

As a result, the airlines will be able to utilise 64 per cent of the allocated slot series to retain their rights in those slots during the Covid-19 pandemic, as against the normal requirement of 80 per cent.

Given the gradual recovery of the aviation industry, air traffic touched levels above 70 per cent in the second half of this summer's scheduling season. Eurocontrol, a pan-European, civil-military organisation backing European aviation, predicts that annual air traffic next year will be 89 per cent of 2019 levels. This new usage rate is expected to facilitate the 'efficient' use of airport capacity while providing benefits to passengers. In addition, the 'justified non-use of slots' exception, protecting airlines' historic rights to slots will be extended.

The ACI Europe Director General Olivier Jankovec said: "Moving to a 64 er cent usage rule for next summer is an essential and fully justified step in progressively restoring normal slot usage rules, which should be fully reinstated for winter 2022. The Commission's decision "reflects the new reality of the aviation market, where some airlines have downsized structurally while others are looking at expanding. There is no doubt this will facilitate the continued restoration of air connectivity and at the same time allow for more effective use of airport capacity." With an anticipated busy summer season, airports have requested airlines to return those slots that are not being utilised as early as possible. This will allow airports to draft plans for increasing operations according to their capacity. In July 2021, the European Commission sanctioned a US$943.3 million (€800 million) Italian scheme to compensate airports and ground-handling operators affected by the pandemic.

The airline industry battled a pandemic that has shut down 80 per cent of global demand, without also finding its hands are tied by regulators bungling the issue of



slots. But that is precisely the situation we find ourselves in. Bad policy decision-making on slot use relief is risking long-term damage to air transport networks in Europe and beyond, making recovery of global connectivity all the harder. Airlines have always needed some flexibility on slots to manage operational issues. This has long been recognized by regulators, who have adopted an '80-20 rule' whereby a series of slots must be operated 80% of the time.

When demand is down 80 per cent, greater flexibility is required – otherwise, unnecessary flights to destinations where demand is non-existent will occur. This is why for the first year of the crisis the 80-20 rule was suspended.

The principal architect of this potential slot policy failure has been the European Commission. Since the beginning of the crisis, they have dragged their feet on providing swift, unambiguous slot relief, which is a recognized and completely standard response in times of temporary demand crisis. It is ironic that the regulator, which should have the greatest technical appreciation of the issue, seems to understand less than the politicians, who have grasped the reality of the situation. Time and again it has been the European Parliament and the Council which has brought sanity to the proceedings.

The Commission, threatening to insist on a 60 per cent slot use

> The airline industry battled a pandemic that has shut down 80 per cent of global demand

threshold for the Winter without the ability to make early slot returns, is reading far too much into a temporary summer bump in intra-EU traffic. In recognizing the welcome if far from robust recovery in intra-EU traffic this Summer, the Commission has missed the point that it was precisely the flexibility offered by the relaxation of the Summer slot rules that has enabled airlines to respond with adaptable schedules and routes to where demand is strongest.

The Worldwide Airport Slot Board, which comprises representatives from airlines, airports and slot coordinators, has developed a global agreement for gradually restoring the original slot rules as traffic slowly recovers from the pandemic.

Many regulators around the world – except the EU – have accepted this expert solution, or continued to provide a full waiver of the rules, recognizing the continued uncertainty facing air transport. The European Commission is delivering bad policy based on a misunderstanding of the global air traffic system and the role of



> According to IATA, there were 204 airports worldwide in summer 2019 that had enough constraints on capacity to require slot coordination

global slot rules. They are relying on selective evidence and failing to consult meaningfully with the industry.

Data from Eurocontrol has been invaluable during this crisis and shows the extreme nature of the impact of the virus on airlines. In 2021, the 36 airlines listed in the data collectively operated just 50.9 per cent of the flights operated in 2019. The figure for 2020 was only 40.9 per cent.

All the passenger airlines listed showed significant reductions in their schedules and availed of the slot alleviations offered by the Commission. I have included a summary chart of the Eurocontrol data for your benefit. In normal times, many airports don't have enough capacity to meet the demand for connectivity at all times of the day. In Europe, almost 200 airports have either full or partial slot restrictions. Slot allocations at these airports distribute scarce capacity under agreed rules that preserve competition, serve consumer interest and enable airlines to make long-term fleet and market development decisions.

Huge amounts of planning, precision and investment go into building the networks that enable global connectivity. Losing slots is untenable even in the best of times, impacting an airline's scale of operations and the economy and society in which it operates.

The current regulation releases airlines from fully utilizing their slot series when there are travel bans and hard restrictions. However, the situation is more complex for airlines operating a hub business model. In this case, if a travel ban prevents the airline from operating a long-haul international flight it would also significantly impact the passenger demand for many of the connecting short-haul flights.

In some cases, up to 80% of the passengers on a long-haul flight could originate at another airport. For example, a passenger flying from Brussels to Delhi, via Frankfurt won't want to fly to Frankfurt if the flight to Delhi is not operating because of Government restrictions on flights to India.

Slots at airports are managed based on guidelines from the International Air Transport Association (IATA). Airlines make their request before each summer and winter season and an independent slot coordinator does the allocation. Usual rules for slots allocation say a company must use at least 80 per cent of its slots so as not to lose them to another carrier.

The US and the EU suspended this rule in March 2020 to alleviate pressure on companies to fly their planes almost or empty during the peak of the pandemic. Instead, a 50% threshold was set until the end of March 2022 – which would be extended to the end of the summer, according to the Brussels Times. But even this 50 per cent threshold is proving hard to sustain. According to the ICAO, the global airline industry is now comprised of over 2,000 airlines with connections to 3,700

airports through a fleet of over 23,000 aircraft. The growth of world air travel has averaged approximately five per cent per year over the past 30 years.

In the summer of 2019, there were 204 slot coordinated airports worldwide. Annually 1.5 billion passengers depart from a slot coordinated airport, that's 43 per cent of global departing passengers. Efficiency at slot restricted airports is now at more than 90 per cent. All airports are categorized by the IATA as Level 1 (non-coordinated airport), Level 2 (slot facilitated airport) or Level 3 (coordinated airport). A level 1 airport is deemed to be able to meet all capacity requirements.

Level 2 airports have the potential for congestion but can be managed by airline collaboration. A Level 3 airport has constrained capacity due to available infrastructure. Arrivals and departures need to be controlled with the use of slots. There are 177 Level 3 airports globally where slots are used. There were a total of 123 airports in the world in Level 2.

The global airline body had earlier asked for the rules governing the airport slot usage to be suspended until the 2020 season. Up to 43 per cent of all passengers depart from over 200 slot coordinated airports worldwide. At more than 200 of the world's busiest airports, airlines are allocated specific windows for take-off and landing. Carriers pay heavily to secure these spots- spots they risk losing to a competitor if they don't use them at least 80 per cent of the time.

To maintain this 80 per cent requirement, airlines find themselves making the difficult choice to fly an empty aeroplane rather than grounding it and rebooking its passengers. Under normal circumstances, failure to comply with this policy results in the airline losing its right to the slot come the next equivalent season. However, in the case of exceptional circumstances, regulators can relax the requirement.

Now, carriers are reporting abysmally reduced bookings and refunds growing. Several carriers reported 50 per cent no-shows across several markets. The EU lawmakers back the suspension of the airline slots rule until October. Aviation regulators around the world have introduced waivers for airport slot allocation systems, allowing airlines to cancel unnecessary flights without risking their precious slot real estate.

According to IATA, there were 204 airports worldwide in summer 2019 that had enough constraints on capacity to require slot coordination. In March-end, IATA estimated around 8,500 passenger aircraft – a third of the global fleet – have been grounded. In March, airport authorities unveiled alleviation measures related to airport slots and extended them.

The Arab Air Carriers Organisation (AACO), which has 30 airlines from 18 countries as its members, wants the governments to extend a helping hand to the airlines in the region, which, according to the London-based Capital Economics will see its economy contract by 1.7 per cent in 2020 - the worst in almost four decades. The AACO has called for support packages including tax relief and waivers of a string of fees. "We see the measures to avoid a scenario where airlines would not be able to provide the public with convenient services," it said and warned that without action, the post-coronavirus era will see a thinner line-up of carriers that will deprive regional passengers of the choice they enjoyed in the past.

IATA had earlier said the 2020 revenues of Middle Eastern carriers, which operate over 1,300 aircraft, are expected to drop by US$19 billion, a 39-per cent decline over 2019. Many of the 19 state-owned Arab carriers have been posting losses over the years, forcing governments to plug the gap. To tide over the situation, airlines have resorted to deep cost-cutting measures without delay and analysts expect cuts on the cards for the Arab region's US$100 billion worth of aircraft orders.

Three global airline alliances – Oneworld, SkyTeam and StarAlliance - which represent close to 60 carriers accounting for half the world's capacity — have called on governments, airports, lessors and other stakeholders to help the industry. An aviation industry body even went to the extent of saying most airlines face bankruptcy by end of May due to coronavirus 'catastrophe' as they slash capacity due to the unprecedented travel restrictions rolled out by governments around the world. "Many airlines have probably already been driven into technical bankruptcy, or are at least substantially in breach of debt covenants," the Centre for Asia Pacific Aviation (CAPA) said in a report. "Coordinated government and industry action is needed — now — if catastrophe is to be avoided."

As many as 60 global airlines have sought collective government help as the coronavirus decimated the international travel industry. Across the globe, airlines grounded their international fleets, restricted domestic routes and braced for the worst crisis ever in the aviation industry. "Most of the 800 or so airlines in the world are going to fold if they have no income for three or four months," said Peter Harbison, chairman of CAPA, a consulting firm based in Australia. "It's a no-brainer."

The collapse of passenger traffic, mandated by governmental restrictions, will make airlines face cash crunches and will run down quickly. Aviation experts say the strongest airlines with healthier balance sheets can likely survive, but smaller airlines could fail.

> In some cases, up to 80% of the passengers on a long-haul flight could originate at another airport

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

Adapting to expectations of travellers crucial for airports



"We call upon governments to ease travel restrictions to revive the aviation sector"

Luis Felipe has been, since June 2020, the Director-General of ACI World, the trade association of the world's airports founded in 1991 and currently serving 717 members who operate 1950 airports in 185 countries. In this interview with Via Dubai, he talks about issues confronting the airport industry.

The Covid-19 pandemic has had a dramatic impact on passenger traffic as well as changing customer perceptions and expectations of the airport experience. The pandemic has changed passenger behaviour, tastes and preferences at airports. How far do the airports respond to the new demands?

Indeed, the pandemic has created a new set of expectations affecting how the airport is delivered and experienced — from a prioritization of health to increased digitalization such as contactless touchpoints. However, despite these challenges, airports around the globe have continued to prioritize their customers through the ACI Airport Service Quality (ASQ) program, with surveys measuring passenger satisfaction across key performance indicators.

To adapt to the evolution of passenger expectations we added a new category in 2020: Best Hygiene Measures by Region. Now more than ever, as travel restrictions begin to ease, continuing to listen and adapt to travellers will be absolutely crucial to strengthening airports' competitive advantage, non-aeronautical revenue, and ensuring the sustained recovery of the entire aviation ecosystem.

What are the essential features of a smart airport, as specified by ACI? (Airports without check-in or security checks, smart gates, biometric systems, face recognition technology, AI technology (Artificial Intelligence), faster immigration processes, passport control procedures in seconds). How far airports have implemented them?

As expected, there is currently much focus on digital transformation at airports. Digital solutions offer the ability to reduce OPEX through staffing costs, simplify the passenger experience, implement self-service solutions including touchless processes, and continue with biometric projects. ACI has produced the Airport Digital Transformation Handbook in 2021, designed to support airports in their planning and rollout of the journey. Becoming smart is a priority for airports. In fact, 81 per cent of airports in the latest IT Trends survey by SITA, supported by ACI World, show that they are looking to maintain or even grow their IT spend in 2022.

The planned spend at airports was US$5.1 billion in 2021, up from an actual spend of US$4.1 billion in 2020. While this is only 50 per cent of actual spending in the pre-pandemic year of 2019, the signs are an encouraging trend. Logically, we are witnessing an increased implementation of self-service technology: About 84 per cent of airports plan to implement self-service technology in 2022, with 86 per cent of airports using cloud infrastructure to make this a seamless possibility. Biometric ID management has only recently been integrated into multiple airports, except perhaps in the case of border solutions. Nearly three-quarters of airports will invest in biometric technology by 2024, improving security and operational efficiency for airports.

Where are UAE airports, particularly Dubai airports, ranking as far as the introduction of smart technology is concerned?

Dubai Airport is well renowned globally for providing quality service to passengers. This is made possible due to significant investment in digital transformation initiatives as well as one of the world's most advanced Airport Operations Control Centre for optimizing the flow of passengers and aircraft.

Smart technology has been implemented across the immigration processes to improve process times and increase passenger satisfaction by using automated gates. The airport is also largely covered in smart sensors to manage the flows of passengers and address bottlenecks in the airport journey.

One of the most notable implementations at Dubai Airport is within the smart building management system designed to reduce energy consumption, positive for environmental factors. Abu Dhabi, Sharjah Airport, and Dubai Airport are all developing technology programs that include smart technology to become global leaders in aviation and facilitate seamless journeys.

Now that the world is navigating faster recovery from the Pandemic and rebuilding global connectivity, what are challenging tasks before modern airports?
A central theme to come out from the pandemic is a collective focus on building the sustainability of the aviation ecosystem. In fact, ACI World's last General Assembly approved a resolution that outlined the next steps on the sustainable development of the aviation ecosystem. It recognized the need to promote restorative development by reducing and proactively addressing risks and increasing airports' social and economic benefits by properly balancing them with the environmental aspects of the business.

ACI World reaffirmed the industry commitment to reach net-zero carbon emissions by 2050; to embrace technology and innovation; to work to meet public expectations and societal values. As such, the resolution resolved to encourage airport operators to continue to develop their voluntary airport decarbonization action plans and incorporate sustainability at the core of their business strategies. Furthermore, it called on governments and stakeholders to support and work in collaboration with the airport industry to achieve its collective social, environmental, and economic sustainable development goals.

How can airports improve or scale up Airport Service Quality (ASQ) and where does modern technology be adapted – whether passenger experience or airlines' operations?
From the airport perspective, the ASQ suite of solutions is a powerful tool to improve the customer experience, and as we know, technology plays a central role in scaling up customer service excellence. There is no one solution because no two airports are alike and no two airports have the same passenger needs. This is why our surveys are crucial to understanding who your passengers are and what they want.

The focus of the program is both on B2B and B2C: it allows airports to benchmark themselves amongst their airport peers and the opportunity to improve their customer experience for the benefit of the traveller. Increasing customer satisfaction is our main goal because without the passenger there is no industrial development. I also encourage airports to leverage the annual ASQ Global Traveller Survey. The report offers both a global perspective as well as regional insights into the traveller sentiment. It provides regional dashboards highlighting some of the key specificities that should be taken into consideration when designing a customer experience strategic plan for a specific airport.

Apart from adopting smart technology to enhance passenger experience and movements, what measures does ACI suggests ensuring safety and security?
ACI World continues to urge governments to opt for the implementation of risk- and evidence-based approaches for a safe return of the travel. The risk-based approach empowers airports to make decisions and investments that achieve safety and security outcomes sought by authorities while also meeting other business objectives such as passenger experience, whole-of-life cost management, aesthetics, and staff well-being. It also leads to better safety and security outcomes as limited resources are appropriately targeted and measures are commensurate to the risk. ACI is now calling on governments worldwide to ease travel restrictions to restore travel, trade, and tourism.

I am happy to see many countries easing restrictions, that can exacerbate economic and social stress related to the pandemic. As the World Health Organization communicated, travel restrictions fail to prevent the international spread of the virus and are thus ineffective. I was able to witness firsthand the positive impact of the easing of travel restrictions during my trip to Singapore in February. To further support the airport community, ACI has continued its Airport Health Accreditation (AHA) program which helps airports align their health measures with global standards—thus helping them to build and maintain passenger confidence. The program continued to grow in 2021 and now includes more than 300 airports of all sizes that have made use of the program.

How far have airports changed their designs and systems to enhance airport accessibility?
Airports are taking the lead on this front around the world, particularly as many markets will increasingly cater to an older demographic in the years to come. More and more airports, such as Adelaide Airport, have accessible changing benches and facilities which allow non-ambulant persons to use toilets safely, comfortably, and with dignity. London Gatwick was one of the first airports to introduce a sensory room to create a relaxing environment for passengers with a wide range of disabilities and conditions. Hong Kong International Airport has a caring corner where people can pause and relax while waiting for assistance.

On the regulatory side, ACI World works closely with ICAO to enhance the global regulatory framework around accessibility. On the ground, we are helping our members by establishing strong guidelines and best practices. The ACI Handbook Airports and Persons with Disabilities look at infrastructure elements, such as the provision of barrier-free access points, ramps, and tactile paving, but it also considers operational components such as boarding and disembarkation processes for persons with mobility aids, personnel training and awareness, and evacuation plans.

dans applauded for crucial role in managing air traffic and making Expo 2020 huge success

Dubai Air Navigation Services Corporation (dans), the global provider of air navigation and air traffic control services in Dubai and the Northern Emirates, played a crucial role in managing the Expo 2020 airspace during the six-month mega event and demonstrating to the world the super efficiency of the UAE to successfully manage world class events.

During the event, dans provided seamless, secure operations, and flexible air traffic management services, managed aircraft and helicopter movements, drone displays and cargo movements at both Dubai airports and the exhibition site.

dans acted as the exclusive provider of frequencies used in the event's Operations Center to communicate with helicopter pilots, having completely modernized the design of the airspace to suit the demand during the six-month exhibition.

His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority, President of Dubai Airports, Chief Executive Officer of Emirates Airlines and Group, and President of Dubai Air Navigation Services Corporation, said: "The success of Expo 2020 Dubai demonstrated the strength of the UAE's great resilience and ability to deal head on with challenges and organizing the greatest exhibition on the planet through determination and effective initiatives."

> Sheikh Ahmed bin Saeed: dans efficiently and effectively managed the airspace of the event





> Mohammed Abdulla Ahli: The exhibition embodied the pinnacle of Dubai's superior capabilities in the field of civil aviation

His Highness added: "dans has had a crucial role in maintaining the smooth movement of helicopter and drone operations."

For his part, Mohammed Abdulla Ahli, Seconded CEO of dans, said: “Once again, Dubai has proven its competence in managing a global event in the field of aviation management with a mission to transform the sky, increasing capacity and efficiency, and acting as a vital supporter of economic growth.”



He added: "We are convinced that we have lived up to our reputation as a world-class provider of air navigation services with a forward thinking culture and a diverse workforce of air traffic experts. In fact, we are distinguished by outstanding research and development and the integration of innovative technologies in the field of air traffic management, which could be demonstrated more clearly during Expo 2020."

Ibrahim Ahli, Deputy CEO of dans said: “We are proud that we have played an important role in Expo 2020 Dubai in ensuring the smooth management of air traffic, with good planning, excellent efficiency and strong infrastructure.”

He added. “We place on record our deep appreciation for the effective work of our staff and technical team. dans has provided comprehensive technical training to the exhibition’s strategic partners such as Dubai Police, air traffic control staff, and drone demonstrations, and continued to provide this technical support during the six-month exhibition period.”

The integration of the helipad in the center of the exhibition area and directly within the area of drone activity, made the air traffic control services provided by dans during the exhibition period unique, as nowhere in the world has such complex operations been carried out and monitored in adjacent sites.

dans' services and support were appreciated by the Expo 2020 Dubai organizers, as it received two awards and a certificate of appreciation in recognition of the role it played in managing the Expo Avionic Dome and air traffic for all activities and helipads throughout the event area, in collaboration with various bodies and institutions and other technical service providers.

The two awards were received by Mr. Ibrahim Ahli, Deputy CEO of dans.

The design of the airspace was carried out in coordination with the Dubai Civil Aviation Authority, as the Expo and the Dubai Air Show were held simultaneously, and accordingly dans modified the design of the airspace in order to ensure smooth and safe operations of helicopters and aircraft displays in addition to the air displays during the Dubai Air Show in November 2021.

> Ibrahim Ahli: dans played vital role as a partner and technical service provider to ensure Expo success

The Operations Center staff consisted of airspace designers, air traffic controllers and technical experts from dans, who were carried out the complex operations.

Helicopter service was also an essential service to ensure the easy, smooth and safe movement of people, especially VIPs and government officials from all over the GCC countries and the world, and therefore the air traffic control services provided by dans were very important to ensure the smooth and safe operations of these helicopters.

dans has deployed many technical staff, as well as many round-the-clock staff, at the event center with the aim of ensuring that air traffic control services are provided unstinted during the six months of the mega event.

Dubai embarks on rapid digital transformation drive

The Emirate of Dubai wants all its departments to offer online services in multiple languages and at no extra cost to the customers. His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, announced the decision (Law Number 9/2022) and fixed one year to " accelerate the Emirate's digital transformation".

Government entities and judicial authorities, including Dubai Courts and Dubai Public Prosecution, as well as non-government entities in Dubai, are required to provide digital services to their customers. His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai and Chairman of The Executive Council of Dubai, will issue a decision on the various stages of implementing the law in line with the recommendations of the Digital Dubai Authority.

Dubai has more than 70 government departments. According to the UAE's official portal, the country provides more than 6,000 federal and local digital services. At the federal level, there are 2,635 federal digital services, including 2,126 transactional digital services, 180 informational services and 110 commercial services.

In December 2021, Dubai became the world's first government to turn 100 per cent paperless and posted savings of AED1.3 billion and 14-million-man hours. All internal, and external transactions and procedures in the government across Dubai are now 100 per cent digital and managed from a comprehensive digital government services platform. "Digital services provided in Dubai must be user-friendly and accessible to People of Determination without an extra fee."

By law, customers will be legally required to update the information to digital service providers when asked for it. Officials can outsource their digital services to a public or private sector company, with approval from the Department of Finance. In Dubai, most services are offered in Arabic and English, but the provision of other languages can vary significantly between authorities.

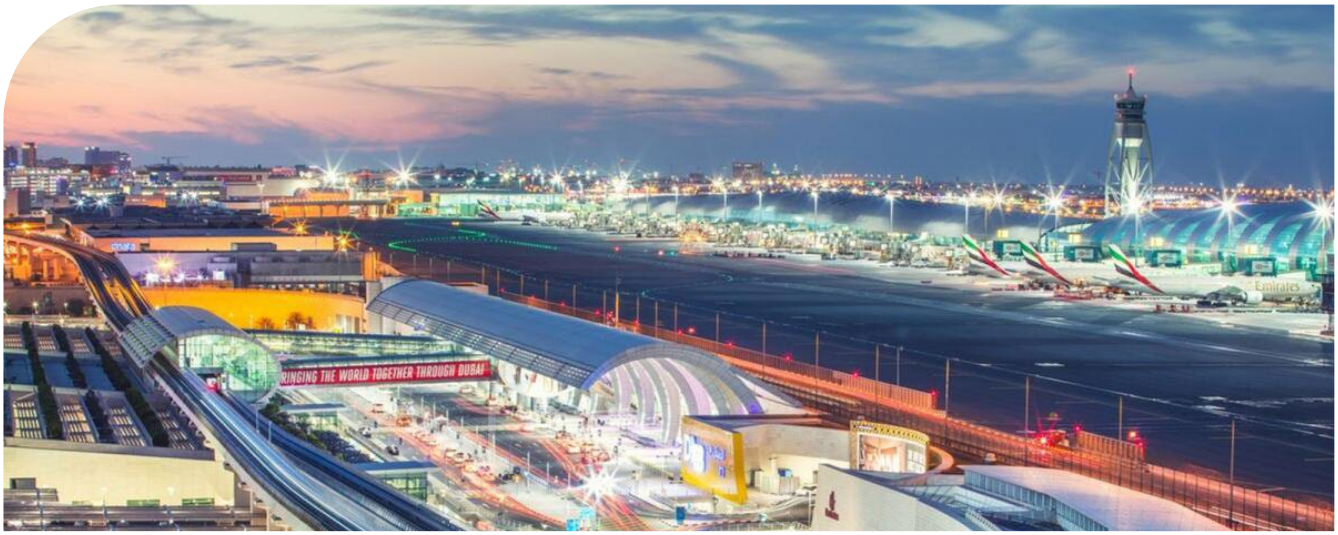
The Digital Dubai Authority, in coordination with the General Secretariat of The Executive Council of Dubai and the Dubai Electronic Security Center, can exempt an entity from any of these conditions.

An entity can outsource its digital services to a public or private company when approved. Earlier, His Highness Sheikh Hamdan bin Mohammed approved the Services360 policy which aims to enhance government services provided by the Dubai government. The initiative is expected to achieve annual financial savings exceeding AED1 billion over the next five years and the elimination of nine million physical customer visits to service centres annually.

The policy has set a goal for providing services, including 100 per cent proactive and automated services; 90 per cent integrated services and 90 per cent service provision without the physical presence of the customer.

Source: The National





Thales to provide DXB with TopSky-ATC System

Global aviation company Thales will deliver TopSky-ATC, the most technologically advanced Air Traffic Control (ATC) System, Dubai International Airport (DXB), the world's top airport for international passengers. TopSky-ATC is used by over 16,000 air traffic controllers in over 80 countries around the world.

The state-of-the-art technology reduces the cost of ownership, optimises controller efficiency and increases resilience and availability for both Dubai Air Navigation Services (dans), the ANSP of Dubai and the Northern Emirates, airlines and airport customers. Dubai Aviation Engineering Projects (DAEP) had selected TopSky–ATC, the company's advanced Air Traffic Management (ATM) system to enhance the safety, capacity and efficiency of Air Navigation Services.

The cutting-edge solution is an adaptive technology and is capable of meeting the evolving challenges of Northern Emirates airspace, where Dubai is the key driver for air traffic growth and volumes.

TopSky-ATC is a resilient system with multiple layers of redundancy that can continue operations without a reduction in capability.

The solution is aligned with DAEP/dans requirements at DXB as well as with ICAO's Aviation System Block Upgrades (ASBU) roadmap. With an easily adaptable system configuration, it is ready to support and enable the restructuring of the UAE's airspace.

The system will also offer 'Approach Services' for the Northern Emirates. Air traffic controllers of dans will be able to monitor real-time data updates safely and efficiently and contribute to data sharing for collaborative decision-making. "The partnership with Thales will strengthen our technological efficiency and fortify further our resilience to manage the Air Traffic Management, the most critical airport operations," remarked Engineer Suzanne Al Anani, CEO, Dubai Aviation Engineering Projects.

flydubai launches services to Pisa and Sicily

The UAE budget carrier flydubai added to its network Italy this summer with the resumption of its Catania service and a brand-new route to Pisa. The airline will launch thrice-weekly flights to Pisa International Airport (PSA) and Catania International Airport (CTA) on June 24. flydubai will increase its Italian network to three destinations this summer. The carrier will return to Catania, Sicily, and also launch a new service to Pisa, one of Italy's most iconic travel destinations. Flights to Pisa International Airport and Catania International Airport will commence on June 24th.

The airline will operate three flights a week on Wednesdays, Fridays and Sundays. This will boost flydubai's Italian network up to three destinations. All flights will be based out of Terminal 3 at DXB. The airline currently flies to Naples and previously flew to Catania before suspending its service. flydubai's new three-times-weekly service to Pisa and its operations to Catania and Naples offers passengers from the UAE and the region more options for travel to Europe this summer. flydubai will operate its flights to Italy using the Boeing 737 MAX. flydubai is set to receive 20 Boeing 737 MAX planes this year which will almost double the size of its MAX fleet within one year.

EK offers help in setting up Nigeria Air

Emirates Airlines has offered to help the Nigerian government in setting up its new national carrier, Nigeria Air. Tilmann Gabriel, an Advisor to the Minister of Aviation, said Emirates had not been a bidder for a strategic equity share in the national carrier but had offered to assist with setting up the airline if such help was needed.

The carrier's Air Operator's Certificate (AOC) and Air Transport License (ATL) were "well in progress for the launch on the first day of July. Emirates President Sir Tim Clark told the World Government Summit in Dubai: "If the Nigerian government and the Minister need some assistance in how they go about – perhaps a blueprint – we are very happy to help them, but I would say that they have the wherewithal.

They are clearly understanding what needs to be done and they are doing it; and probably within the next year, they will have a very good carrier flying."

The airline would operate as a private carrier without interference from the government which would retain a five per cent share.

The Nigerian government has commenced discussions with Airbus and Boeing to acquire the first three narrow-body aircraft for Nigeria Air. Bids have also been invited by May 10, for a 49 per cent strategic equity partner.

Source: Ch-Aviation



EK to resume flights to Bali in May



With Bali now open for tourists from the UAE, Emirates Airlines has opened bookings for flights to Denpasar International Airport (Bali Ngurah Rai International Airport). EK has not made any announcement about resuming direct flights to Bali but bookings for the Dubai- Denpasar route can be made from May 1.

Currently, Emirates is offering five weekly flights from Dubai to Denpasar. Bali reopened for travel in March's first week, permitting passengers from 23 countries, including the UAE, to obtain visas on arrival, and travel without having to quarantine. Earlier, Emirates announced teaming up with Garuda, Indonesia's national carrier, for a new codeshare partnership, giving travellers from Dubai access to seven domestic points in Indonesia beyond Jakarta and Bali.

Through the partnership, domestic points which EK customers can travel to include Denpasar, Surabaya, Makassar, Balikpapan, Manado, Medan, Padang and Solo from Jakarta, while, from Denpasar, customers can fly to Jakarta, Surabaya and Makassar.

Source: WhatsOn

ICAO UAE mission fosters new agreement on aviation cybersecurity

An International Civil Aviation Organisation (ICAO) mission to the UAE has led to new developments and progress in the aviation cybersecurity and innovation domains.

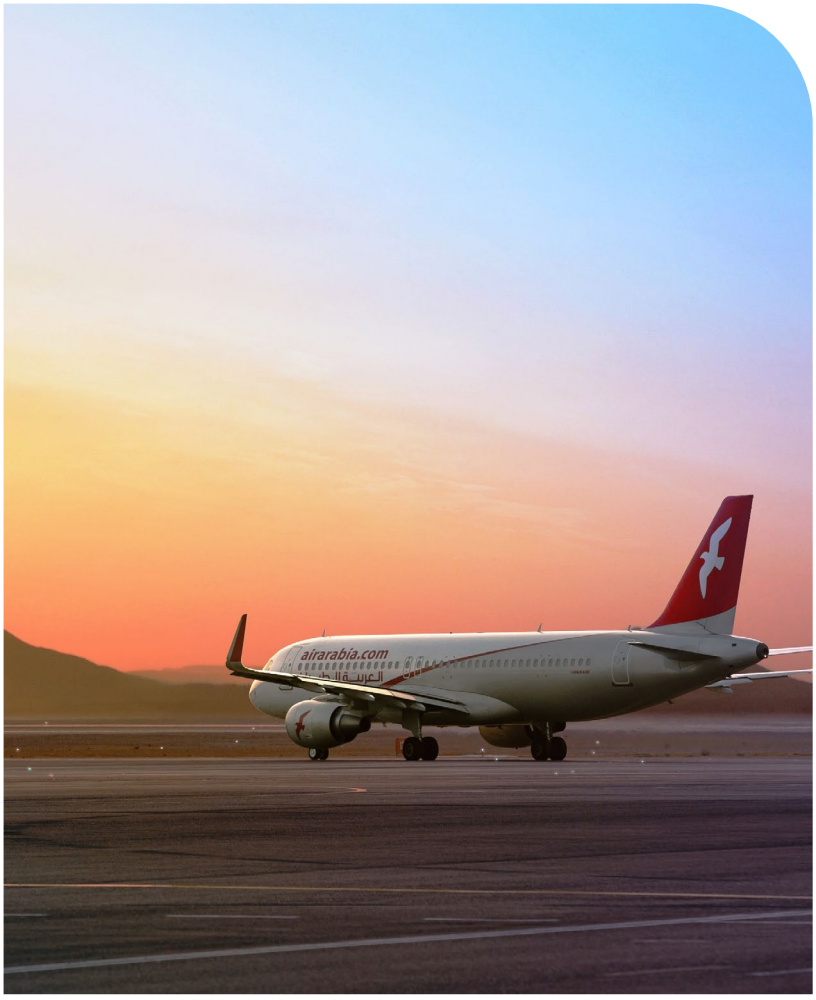
Accompanied by ICAO's Regional Director for the Middle East, Mohamed Abu Baker Farea, the ICAO Council President Salvatore Sciacchitano visited Dubai and their programmes included the signing of a Memorandum of Understanding with His Excellency Mohamed Al Gergawi, Minister of UAE Cabinet Affairs, formalizing a new ICAO-UAE partnership for institutional development and experience exchange.

It will see both sides collaborating more intensively and sharing their knowledge and experience in terms of accelerators, innovation in future civil aviation, and cybersecurity.

The ICAO officials also addressed the UAE's High-Level Conference on Cybersecurity in Civil Aviation where the need was highlighted to address 'system of systems' vulnerabilities arising from air transport network legacy hardware and software solutions.

Source: ICAO





Air Arabia resumes direct flights to Bodrum and Antalya in Italy

Air Arabia, the Middle East and North Africa (MENA) region's first and largest low-cost carrier (LCC) operator, has announced the resumption of its seasonal flights to Bodrum and Antalya in Turkey from Sharjah starting July 1. Bodrum represents the third city while Antalya represents the fourth city that Air Arabia flies to after Istanbul and Trabzon in Turkey.

Passengers can now book their direct flights between Sharjah and Bodrum or Antalya. Established in 2003 by Sharjah, Air Arabia flies to over 170 destinations spread across the Middle East, North Africa, Asia and Europe. It operates hubs in the UAE, Morocco and Egypt. The 2020 full year turnover was AED 1.85 billion and a total of 4.4 million passengers were served from all five hubs.

It has turned in a full-year net profit of AED720 million in 2021 following the easing of travel restrictions and recovering demand for air travel. The carrier had ordered 120 A320 family jets worth US$14 billion from Airbus in 2019 and has yet to select an engine maker to power them.

Source: Zawya

Jazeera Airways goes for network expansion

Kuwait's Jazeera Airway has announced the distribution of 32 per cent in cash dividend among the shareholders, the equivalent of US$22.9 million for the year ending December 31.

The dividend announcement comes after two years during which dividends were suspended because of the pandemic. Jazeera has returned a total of KD91 million in cash to shareholders since 2013, the equivalent of over four times its paid-up capital. Jazeera's chairman, Marwan Boodai, said: "We have once again showcased the success of its business model in adapting in times of crisis and safeguarding its cash position.

The airline grabbed new opportunities that were presented during the pandemic, enabling it to expand its services, generate revenue from new sources, and return to profitability in record time."

Jazeera Airways returned to profitability for the year 2021, a period which continued to be affected by the pandemic and restrictions on travel, reporting a net profit of KD7.1 million for the year, up 126.8 per cent from the previous year. It posted an increase of 48.2 per cent in the number of passengers it flew - 1.0 million.

Operating revenue for 2021 stood at KD80.4 million, up 94.3 per cent and operating profit increased by 152.2 per cent to KD10.8 million. Jazeera is expanding its network with new routes that offer direct flights from Kuwait to tourist destinations and underserved destinations that cater to a latent demand of customers living in the Middle East.

Source: Trade Arabia



flynas orders 250 aircraft to be the MENA's largest LCC

Saudi Arabia's flynas, the leading LCC in the Middle East, has raised the volume of its orders to 250 aircraft.

After reviewing the financial results for the year 2021, its Board decided to increase the number of new aircraft orders to 250 considering the growth opportunities and positive perspective of domestic and international markets opened by Saudi Vision 2030 for the air transport sector.

The vision aims to increase the annual passenger traffic to 330 million and connect the Kingdom with more than 250 destinations worldwide by 2030. flynas is currently in discussion with aircraft manufacturers in drafting agreements.

After concluding these agreements, flynas will become the largest low-cost airline in the Middle East and North Africa (MENA) region. It will also be the largest owner and operator of modern aircraft in the region.

Source: Global Newswire

DHL Express inaugurates new Bahrain-Istanbul route

DHL Express MENA has launched a direct flight from Bahrain to Istanbul, following the signing of a lease agreement with Texel Air to use the cargo operator's Boeing 737-800BCF aircraft for this route.

The move supports DHL's Middle East network optimization strategy which aims to increase air efficiencies and enhance transit times. The new Bahrain-Istanbul-Bahrain flight will be operated six times weekly and will significantly reduce transit times by 24 hours for time-definite shipments between Turkey and the Middle East, capitalizing on an overnight service and earlier arrivals into DHL's new Istanbul facility. The new flight route will support a more efficient re-direction of volume between Asia, the Middle East and Turkey via our Bahrain Hub.

The contracted Boeing 737-800BCF is the most fuel-efficient aircraft in its class and supports DHL's objectives of improving its environmental footprint in line with its zero-emissions strategy.

Source: Zawya

Hoverfly brains are mapped to detect the sound of distant drones



For the first time, Australian researchers have reverse engineered the visual systems of hoverflies to detect acoustic signatures of drones from almost four kilometres away. Experts from the University of South Australia, Flinders University and Midspar Systems say trials using bio-inspired signal processing techniques show up to a 50 per cent better detection rate than existing methods.

The findings could help combat the growing global threat posed by IED-carrying drones, according to The Journal of the Acoustical Society of America. The insect vision systems have been mapped for some time now to improve camera-based detections, but this is the first time that bio-vision has been applied to acoustic data. The hoverfly's superior visual and tracking skills have been successfully modelled to detect drones in busy, complex and obscure landscapes, both for civilian and military purposes. Compared with traditional techniques, bio-inspired processing improved detection ranges by between 30 and 49 per cent, depending on the type of drone and the conditions.

Researchers look for specific patterns (narrowband) and/or general signals (broadband) to pick up drone acoustics at short to medium distances, but at a longer distance the signal is weaker and both techniques struggle to achieve reliable results. Similar conditions exist in the natural world. Dark lit regions are very noisy but insects such as the hoverfly have a very powerful visual system that can capture visual signals. By converting acoustic signals into two-dimensional 'images' (called spectrograms), researchers used the neural pathway of the hoverfly brain to improve and suppress unrelated signals and noise, increasing the detection range for the sounds they wanted to detect.

Source: Science Daily

A game-changing solution to clear visibility in fog



If your flight has ever been delayed or cancelled due to poor visibility, you might have wondered if there's a solution to runway fog. A Christchurch-based company Pyper Vision says they have cracked it.

Using a 2-metre drone they can disperse an environmentally-friendly powder to soak up the fog and clear the airfield's final approach in as little as 10 minutes.

The team has now joined the Government's Airspace Integration Trials Programme (AITP) to further develop the system, which could be a game-changer for the airline industry. According to MetService, fog is created by microscopic water droplets that "scatter any light that passes through or past them", meaning objects become harder to see. This can be particularly problematic for aircraft. Just this week more than 100 flights were cancelled in and out of Wellington due to thick fog.

The disruption is costly and impacts the environment as diverted flights often mean more fuel. Pyper Vision's solution is to fly a drone and release its specially developed power to absorb the moisture and clear the runway of fog. Pyper Vision aims to test and use its technology in airports throughout New Zealand, but it had a few issues to navigate before being given the green light.

Source: Stuff

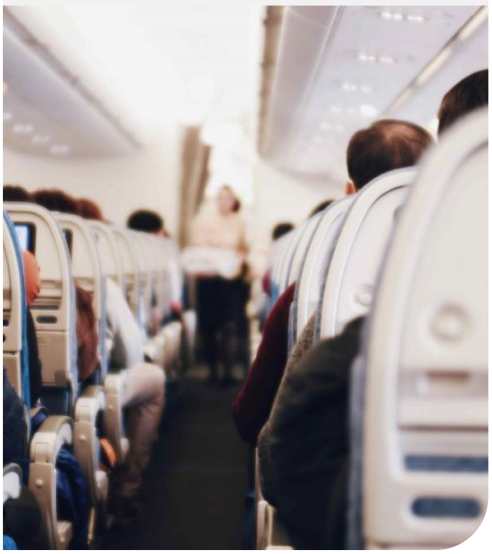
Belgium introduces a new airport tax

Belgium introduced a new aviation tax on the first day of April. Brussels Airlines CEO Peter Gerber says its implementation will affect all departing flights from Belgium.

The Belgian Embarkation Tax had been first proposed in October 2021 for distances of less than 500 kilometres to encourage alternatives. However, it now applies to all flights, including passengers travelling by private aeroplane or helicopter. For destinations less than 500 kilometres away from the airport of departure, the levy is €10. Passengers who fly to a destination more than 500 kilometres away pay an extra €2, and €4 for flights outside of Europe. Brussels Airlines, TUI, Air Belgium and Air Transport Association previously claimed the government has failed to consider the input of the Belgian airlines.

They asked for a starting date based on the date of reservation, and not the date of the flight. The move goes against the recommendations of ICAO which advises a timeline of at least four months to update the booking systems and inform passengers. The levy represents a €5 million burden for the industry.

Source: Routes Online



US airline ticket sales exceed a 2019 milestone for the first time



Data analysis has revealed that February 2022 bookings for US travel beat those preceding the pandemic and summer looks promising for the industry if fuel costs cooperate. Airlines sold more tickets and collected more revenue from domestic flights in February than in the same month in 2019.

The airline recovery in the US appears to be on track for now. According to an analysis by the Adobe Digital Economy Index, which draws on online sales from six of the top 10 US airlines, ticket sales for domestic flights in February exceeded those for the same month in 2019, a first since the pandemic began two years ago. Travellers spent an estimated US$6.6 billion on domestic flights in February, about six per cent more than three years earlier, according to the analysis. The number of tickets sold was up four per cent while fares were up about five per cent, lagging overall inflation. Early data indicate that the trends are holding up in March and April as well.

The data bodes well for airlines that have been preparing for a robust summer travel season. It also matches the optimism that several carriers expressed. Airlines had more than 2.1 million domestic flights scheduled from June to August, according to Cirium, an aviation data provider.

Source: The New York Times

Cathay Pacific plans the world's longest passenger flight

Cathay Pacific is planning the world's longest passenger flight by rerouting its New York to Hong Kong service over the Atlantic, a new path that steers clear of Russia which is waging a war against Ukraine.

The flight path will cover just under 9,000 nautical miles or 16,668 kilometres in 16 to 17 hours. The carrier listed on its website a New York-Hong Kong flight for the third day of April, a non-stop journey, would stay in the air for 17 hours and 50 minutes. It will surpass a Singapore Airlines flight travelling from the south-east Asian city to New York that flies a shorter distance in a longer time – about 15,343 kilometres in 18 hours. Several airlines have cancelled routes to Russian cities or are avoiding its airspace over Moscow's invasion of neighbouring Ukraine. Russia had closed its skies to several European countries and all UK-linked flights in a tit-for-tat response to a similar ban placed on them.

Source: The Guardian



Dulles International unveils plans for a new concourse

Dulles International Airport unveiled plans for a new 14-gate concourse that would replace an existing concourse used primarily for commuter and regional flights. Officials estimate the new concourse will cost between US$500-and US$800 million.

The project would be the most significant upgrade at Dulles in more than a decade. The Metropolitan Washington Airports Authority (MWAA), which operates the airport, is seeking a US$230 million grant from the Transportation Department to help pay for the project.

The bipartisan infrastructure bill approved in 2021 set aside US$5 billion in competitive grants for airports seeking to upgrade and modernize ageing facilities, or to expand capacity with sustainable and energy-efficient infrastructure.

The authority wants to tap about US$1 billion in funding being made available each year for five years. Now, passengers who fly out of Concourse 'A' use outdoor, ground-level covered walkways to board flights leaving from regional 'A' gates.

Source: The Washington Post

Zanzibar Airport installs passenger boarding bridge

Several months after the Zanzibar Airports Authority (ZAA) signed with Dubai's dnata to operate Abeid Aman Karume International Airport's Terminal 3, the airport has now officially started using passenger boarding bridges (PBB). In addition to the PBB service, the airport has also started using Automatic Aircraft parking which allows the pilot to park the aircraft without the help of ground handling staff.

These modern bridges will be used by passengers during the ascent and descent instead of using the usual stairs, as a result, making the passengers more secure. In November 2021, the government of Zanzibar signed an agreement to operate the airport in collaboration with international companies in improving passenger and freight services more safely and efficiently.

Edelweiss Airlines from Switzerland was the first to use the service. Zanzibar has invested US$128 million in the construction of the airport which has a capacity of 1.6 million people a year.

Source: The Citizen

Indian airports see a significant rise in bird strike cases

Indian airports witnessed a significant increase in bird and animal strike incidents in 2021 despite the limited number of flights operating in the country due to coronavirus-induced travel restrictions. Bird and animal strike incidents are considered one of the most potent threats to flight operations.

There were 1,466 bird strike incidents (27.25 per cent increase) and 29 animal strike incidents (93.33 per cent increase) in 2021 across airports as compared to 2020, according to aviation regulator DGCA. When figures for 2021 are compared with figures for the pre-pandemic year 2019, the increase in bird and animal strike incidents at the Indian airports stands at 19.47 per cent and 123 per cent, respectively.

According to officials, one of the major factors behind the increase in the number of bird and animal strike incidents in India during 2021 could be that the airports were quieter than usual due to a limited number of flights amid the second wave of the COVID-19 pandemic. According to the data of the Directorate General of Civil Aviation (DGCA), in 2020, there were 1,152 bird strikes and 15 animal strike incidents at Indian airports. In 2019, there were 1,227 bird strikes and 13 animal strike incidents, and in 2018, there were 1,214 bird strikes and 19 animal strike incidents at the airports.

Source: The Economic Times

Flying less is the best option to reduce climate impact



Andrew Murphy
Aviation Director
Transport and Environment (T&E)

The technological solutions could lead to cutting aviation emissions in the future but flying less is the best option to reduce the climate impact now. Europe's efforts to address aviation's climate impact, as seen in its fuel and carbon pricing proposals launched in 2021, can be seen as either a historic step towards getting to the root of the problem or as not nearly enough to address aviation's mammoth climate problem. The reality is, that both of these views are correct.

We have to get to the root of the problem: better pricing of aviation emissions and developing alternative fuels to replace fossil kerosene. European co-legislators could bring the package a step forward by also using it to address aviation's non-CO2 climate effects, and supporting the deployment of zero-emission aircraft.

Sustainable fuels will take time to be scaled up. There aren't enough existing feedstocks for sustainable aviation fuels (SAF) lying around waiting to be used, and a dash for higher targets would result in airlines filling up with unsustainable animal fats, crop biofuels and fraudulent used cooking oil. Production of the most promising alternative fuels based on renewable electricity will only scale up towards the end of this decade. New electric and hydrogen aircraft are exciting prospects, but likewise will take time to come to market. Solutions to aviation's non-CO2 effects are also increasingly viable, but also need time to be developed and deployed.

We now face a conundrum. Aviation emissions need to fall now, but the technical solutions to achieve this take time. Thankfully, the Covid-19 crisis has shown that while technology is scaled up and we have ways to immediately reduce the climate impact of flying. The pandemic has shown aviation is a crucial sector but not every flight ever taken was. Physical connectivity isn't always essential to economic growth and employment.

Transport & Environment (T&E), a Clean Mobility NGO, has revised its forecasts in its new Roadmap to climate-neutral aviation for the mix of demand management and technology deployment needed to bring aviation in line with our climate goals. Our key finding is that for the rest of this decade, the only way to reduce emissions from flying substantially is to reduce flying. There are relatively easy ways to reduce emissions through demand management if we target the right flights and fliers.

The pandemic has shown that a 50 per cent reduction in corporate travel is more than possible. Such a reduction can cut CO2 emissions by as much as 32.6 MtCO2 by 2030 - equivalent to taking 16 million polluting cars off the road. If we step up the deployment of innovative fuels and require manufacturers to sell zero-emission aircraft, then demand management recedes as the most effective way to reduce emissions.

An edited version of a column by EURACTIV, an independent pan-European media network specialised in EU affairs

Airports have to fully gear up for the coming boom

The 21st century's second pandemic over the past two years tremendously impacted the global aviation industry, especially airports and airlines. Airport operations and their profitability suffered from prolonged lockdowns and other restrictions. Now, the aviation industry is witnessing increasing air travel demands across the world and is working to ensure unhindered continuity. Furthermore, the global crisis has been compounded by shadowing energy supply shortages in the wake of the war in Ukraine will surely affect the aviation industry in the long run.

Now is the time to put pioneering solutions for sustainable air travel into action as several facets of sustainability, ranging from fuel and energy sources, plastic usage, water and ecological impact, aims to reduce carbon emissions by 2050. Alongside the move for sustainability comes digitalisation. Accelerated adoption of digitalised platforms alleviated problems brought about by face-to-face transactions during the pandemic. Now, digitalisation is utilised to reshape the air travel experience by boosting comfort and convenience for air travellers.

Furthermore, digital transactions help with sustainability when implemented properly. Through these, the passenger experience is reimagined from the moment they start booking their flights until they get off from their flights. In that way, we can secure the future of aviation post-pandemic for the better. Air travel demand has not faded and urban air travel needs have to be attended to sooner. We have gone from laying blueprints to implementing data-driven research on the ground for several countries.

To ensure the future of the airports through bringing in the best in technology, Dubai is hosting the 21st annual edition of the Airport Show from 17 to 19 May at the Dubai World Trade Centre (DWTC). The show will bring experts and key players from UAE and the GCC countries to discuss and debate the key issues impacting the airport industry. It will have over 150 exhibitors from over 20 countries and will see 4,000-plus aviation professionals at the three co-exhibitions and six conferences. The future of aviation has to be safeguarded. Airports are required to be fully prepared for the boom coming soon.



Firas Abu Ltaif
Exhibition Manager
Reeds Exhibitions Middle East

Boeing develops CNS roadmap for India

Boeing has announced the completion of its milestone project for the Airports Authority of India (AAI) to develop a comprehensive 10-year Communication, Navigation and Surveillance/Air Traffic Management (CNS/ATM) modernization roadmap. The project has been undertaken with a grant from the US Trade and Development Agency (USTDA).



Boeing, with AAI, conducted a comprehensive analysis across operational, environmental, regulatory, technological, safety and financial factors to develop and present a roadmap that AAI can use as guidance to modernize the Indian National Airspace System across communication, navigation, surveillance, and capacity and traffic management – aligned with global best standards. The comprehensive roadmap to AAI is to be leveraged as national guidance in helping improve airspace utilization and maintain safe and efficient aircraft operations. India is experiencing an unprecedented surge in civil aviation traffic. In 2019, Boeing and AAI signed an agreement to jointly develop a comprehensive 10-year roadmap for modernizing Air Traffic Management in India, backed by the USTDA. As part of the project, Boeing worked closely with the Directorate General of Civil Aviation (DGCA), airlines operating in India, airport operators, and other airspace stakeholders under the U.S.-India Aviation Cooperation Program (ACP).

Source: The Economic Times

Disruptions in GPS services hinder air traffic in Finland

The Finnish Transport and Communications Agency (Traficom) revealed that several aircraft have submitted reports of disruptions in GPS signals in central and eastern parts of the country. The continuing disruptions have focused on the area between Jyväskylä, Kuopio and Mikkeli.

The exact number [of abnormal event reports] is unknown. It may be well over 10, says Jari Pöntinen, Director at Traficom. The company has asked Fintraffic's air navigation services to issue a notice to air missions (NOTAM) to warn airlines about the disruptions. It assured that flying remains safe, as airlines have operational procedures for loss of GPS signals, but added that airlines will make their own decisions on whether or not operations remain possible in the circumstances.



An aircraft can be navigated and steered to land safely with the help of other systems. Air traffic control supports the steering of aircraft with the help of other systems. Transaviabaltika, an airline headquartered in Lithuania, has reported that its aircraft have been unable to fly from Tallinn, Estonia, to Savonlinna, Finland.

The cause of the disruptions remains unknown. Similar disruptions were detected in Finnish Lapland in 2018 during a Nato exercise in Norway, prompting estimates that they were caused by Russia.

Source: Helsinki Times

WestJet marks new era with move to cargo jets

WestJet, Canada's second-largest passenger airline, has launched its stand-alone freighter division and it plans to take delivery in Calgary of its first used Boeing 737-800 aircraft converted for cabin cargo along with two aircraft in revenue service by the first day of July.

Operating from a base at Toronto Pearson International Airport, WestJet Cargo intends to start with limited charter work, transition to regular, scheduled flights between major cities within Canada and eventually blend in ad hoc charters and transborder flying to the US and Caribbean, especially on weekends and other off-peak periods. The carrier is in discussion with many potential customers, including integrated parcel logistics companies. WestJet initially will take a conservative approach to utilize the Boeing 737-800 freighters to make sure it can deliver reliable, on-time performance.

Source: Freight Waves

EK SkyCargo transported one billion Covid-19 vaccines

Emirates Skycargo has achieved the historic milestone of transporting one billion Covid-19 vaccines within 18 months from the first shipment of vaccines trialled in October 2020. Even before shipping out the vaccines worldwide in August 2020, the air freight division of Emirates Airlines and Group was already one of the first global air cargo carriers to begin drawing out the international logistics for the movement of then-potential vaccines for Covid-19 transport.

In October 2020, Emirates announced that it would be setting aside a dedicated GDP-certified airside hub for the transport of vaccines. Within the same month, working with its logistics partners, Emirates SkyCargo had transported trial shipments of vaccines throughout Dubai. Emirates SkyCargo moved more than six types of vaccines to more than 80 destinations through Dubai.

The air cargo carrier has transported more than 4,200 tonnes of vaccines - an equivalent of over one billion doses.

Source: Simple Flying





Vietnam to approve first domestic cargo airline

Vietnam is on track to approve its first local cargo airline. The Ministry of Transport has sought the Prime Minister's approval to issue a licence for the first cargo airline, IPP Air Cargo. The IIP Air Cargo met all requirements for the licence.

The cargo airline falls in line with the transport services development strategy for 2030. Vietnam's participation in the ASEAN Single Aviation Market, an agreement on the liberalisation of air transport in 2015, was creating opportunities for IPP Air Cargo to expand markets and increase its competitiveness. Starting from 1991, the air cargo volume handled in 2021 increased to 1.3 million tonnes and is expected to reach 1.52 million tonnes in 2022.

The average growth rate was 15.3 per cent from 1991 to 2021. The air cargo is currently handled by five airlines that provide passenger transportation. Existing Vietnamese airlines held a share of 11 per cent of the international cargo transport in 2020-21 and 18 per cent in 2019. Currently, 29 foreign airlines operate cargo aeroplanes from 16 countries and territories to Vietnam. IPP Air Cargo had been established in March 2021 with an initial investment of US$13 million. The airliner planned to initially operate five aircraft, including Boeing 737, Boeing 777, and Airbus 330 aeroplanes in the first year of operation and double the fleet in the next five years.

Source: The Star

Starlink see big scope for in-flight internet market



American billionaire Elon Musk's SpaceX believes an aviation-specific antenna may be revolutionary for connecting Starlink, its global high-speed internet service, with aeroplanes. SpaceX is testing aviation-specific Starlink terminals, also known as satellite antennas, on aircraft. In-flight connectivity is a market that SpaceX has talked about disrupting since the company began offering Starlink service.

The air travellers' expectations for internet service "has changed faster than the technology has changed", creating an opportunity for Starlink. Airlines work with satellite broadband providers for inflight Wi-Fi, with Viasat and Intelsat — the latter of which purchased Gogo's commercial aviation business — two such companies that add connectivity on flights by airlines including Delta, JetBlue, American Airlines and United.

Existing services use satellites in distant orbits but Starlink satellites orbit closer to the Earth and could boost the speeds that passengers see in flight. Additionally, the global mesh of Starlink satellites would mean aircraft could connect to the internet without disruption. SpaceX is testing aviation-specific Starlink terminals, also known as satellite antennas, on aircraft. Hofeller emphasized that SpaceX is also currently "going through the certifications" to get the terminals approved with a variety of aircraft, a regulatory hurdle to entering the in-flight connectivity market. SpaceX has launched about 2,000 Starlink satellites to date to support its global network.

Source: CNBC

UK provides record funding for Green aerospace tech

The UK's aerospace technology research programme will receive record levels of government funding. The Aerospace Technology Institute (ATI) Programme will get a record £685 million of funding until 2025, an increase of more than 50 per cent. Over £1 billion in total funding from industry will support the development of zero-carbon and ultra-low-emission aircraft technology, the key to the Green Industrial Revolution. The ATI Programme will also reopen to new funding applications, having already secured more than 81,000 jobs in the past decade. Previous projects supported include ZeroAvia's six-seat hydrogen-electric aircraft, the largest such aircraft in the world, as well as Rolls-Royce's development of UltraFan, the largest and most efficient aircraft engine ever.

Since its formation in 2013, the Aerospace Technology Institute has been an enormous success, already funding world-leading innovations like hydrogen aircraft and 3D printed components.

Source: Biofuels News

New battery technology for aerospace applications

Theion, a global battery manufacturer of lithium-sulphur cathode technology, is moving fast towards the commercial availability of its Crystal Battery for transport applications, beginning with the aerospace sector. The commercialisation of its innovative lithium-sulphur cathode technology is intended to triple the range and usage time compared to conventional lithium-ion cells. The battery innovation is based on sulphur, a material available in abundance without harmful mining (a by-product of industrial processes).

Sulphur replaces cathode materials with high processing cost and high metal content like nickel and cobalt. As a result, sulphur is not only 99 per cent cheaper to source than the cathode materials, used in existing state-of-the-art lithium-ion batteries, but also Theion's battery cells require 90 per cent less energy to produce – from raw material to finished cell. The patented production process extends the cycle life of batteries by combining sulphur's crystal material properties with carbon nanotubes and a proprietary solid electrolyte.

The company will be shipping material later in 2022, firstly to aerospace customers, as part of the qualification stage, then to aircraft, air taxis, drones, mobile phones and laptops, before servicing the electric flight and automotive sectors in 2024.

Source: Aeromag



How flight tracking websites know the aeroplane's location

For people flying from one place to another without knowing where they are very daunting task. This is where the flight tracking websites come to the rescue.

These tracking websites work to find the exact location of the flight. Flight-tracking technology has been revolutionising the aviation industry. Generally, the data for tracking the planes used to be obtained with the airports as the source of information, but the accuracy of this data used to be a bit off. By using new methods, now the data is directly obtained from the aircraft. This has been made possible because of Automatic Dependent Surveillance-Broadcast (ADS-B) technology used in modern aircraft.

The ADS-B technology is a complicated, relatively new system used for tracking flights. For better understanding, here we have explained how plane tracking sites work to find the exact location of an aircraft.

Source: Zee News



GE sits on a massive navigation database

GE Aviation has achieved 400 million flight hours and 37 years of on-time delivery of their navigation database to airlines globally. The Navigation Database (NDB) provides worldwide coverage and access to more than 18,000 airports. Each NDB is customized for the customer and allows the ability to include their tailored terminal procedures and company routes from a GE navigation database and test them against FMS flight planning and predictions software. GE's experts provide 24 hours per day, seven days a week customer service. GE Aviation offers a variety of tools, data products and services in support of its FMS and with a wide range of compatibility and functionality designed to meet the many navigational data needs of the airline community.

GE's NDB Explorer enables an interactive view into the content of the navigation data through browse, search and compare functionality, and even allows customers to view NDB content graphically. GE also works closely with the data-service provider to explore opportunities to enhance data-service offerings and deliver increased value to the airlines.

Source : GE Aviation



Hydrogen fuel could change the way aircraft work

Airbus has announced plans to overhaul an A380 airliner by adding a hydrogen-combustion engine to the outside of the aeroplane and installing monitoring equipment. With the changes, the company will be able to test hydrogen-powered flights in real-world conditions.

The move is part of a broader industry goal to reach net-zero carbon emissions by 2050. Passenger air travel is a growing contributor to climate change, making up about three per cent of carbon emissions worldwide in 2021. While flying less and investing in more efficient aeroplanes can help reduce emissions, new technologies will likely be needed to reach net-zero.

Other solutions, like battery-powered air taxis and sustainable aviation fuels, may help cut emissions, but hydrogen, in particular, might be one of the major paths forward to net-zero because it could be used widely in the industry, from shorter regional hops to longer flights with larger planes. The test plane of Airbus is the first-ever A380.

Source: Popular Science

Global Airport Leaders Forum 2022 to highlight resurging business landscape

The 9th edition of the Global Airport Leaders Forum (GALF), scheduled to take place in Dubai from May 17 to 19 alongside The Airport Show will focus on the resurging business landscape with both international and domestic traffic volume recovering faster. The Airports Council International (ACI), representing 1950 airports in 185 countries, says Dubai International Airport, the world's number one airport for international travellers, is due to receive 55.1 million passengers in 2022.



Along with Airport Security Middle East, ATC Forum and Women in Aviation Middle East Forum as co-located events of the 21st edition of Airport Show, the GALF-2022 will see renowned experts and officials talking about a variety of topics of crucial importance in four sessions at the Dubai World Trade Centre (DWTC) on Airport Innovation and Development, Air Traffic Management (ATM), Airport Sustainability and Airport Security.

H.H. Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority, Chairman of Dubai Airports, Chairman and Chief Executive of Emirates Airline and Group, under whose patronage Airport Show takes place, said: "The Airport Show and its co-located events have provided, over the past two decades, platforms to take the aviation agenda further and farther. The aviation's transformation is tech-driven and helps overhaul the safety, health, security and efficiency levels in the operations of airports and airlines around the world. Dubai has been at the forefront of adopting technology to enable the accelerate the aviation's bounce-back."

Under the Airport Innovation and Development, the panellists will speak about adopting data, AI, 5G and robotics for better passenger experience, advances in integrated, automated, electric mobility in the airport environment, innovations in design, ambience and operations as a key element in the airport's development strategy, and the future urban air mobility.

Speakers at the session on Air Traffic Management (ATM) will address combining human and Artificial Intelligence for better airspace management, building a Digital Sky to meet future the ATM challenges, protecting the airspace from drone incursions and other vulnerabilities and Level4 Advanced Surface Movement Guidance and Control System (A-SMGCS).

The Airport Sustainability session will discuss mega hubs' sustainability, innovations and technologies to help airports become more climate-friendly, sustainability contributing towards a better passenger experience and partnership in the wider ecosystem of city and transport authorities, airlines and communities to meet the environmental targets.

The Airport Security session will have experts speaking about developing intelligent, end-to-end control of the entire airport infrastructure to meet future security challenges, the role of advanced, disruptive technologies like AI, Machine Learning, VR, robotics and data in enhancing resilience, building stakeholders' collaboration

> **Ahmed bin Saeed:**
> The Airport Show and its co-located events have provided, over the past two decades, platforms to take the aviation agenda further and farther



to ensure passenger safety and satisfaction, and how 'Smart Travel initiatives contribute to better security management.

Supported by the Dubai Civil Aviation Authority (DCAA), Dubai Aviation Engineering Projects (DAEP), Dubai Airports and dnata, the Airport Show and its co-located events are a driving force for the industry to emerge stronger following the coronavirus pandemic.

The crisis has prompted a faster uptake of technologies and prompted long-term changes to airport infrastructure. GALF-2022 will provide expansive business and professional networking opportunities, unparalleled learning experience and to obtain an overview of the technical developments and innovations and the most important and uncertain drivers of change.

Firas Abu Ltaif, Exhibition Manager at Reeds Exhibitions Middle East, the organisers of the Airport Show, remarked: "Knowledge enhancement supports continuous sustainability of the industry and helps facing up with future challenges spraning from the amazing pace of transformation.

GALF will, as usual, provide a wonderful window of opportunity for the professionals and decision-makers to learn where the aviation is headed and what routes of success lies ahead. Airports needs to be fully prepared for the coming boom period and the GALF will help the entire ecosystem by providing insights."

The GALF 2022 will see several speakers from the UAE taking part in deliberations along with speakers from the Middle East, Europe and other places.

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