حكومة دبي
GOVERNMENT OF DUBAI

هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

ViaDubai عبر دبي

Monthly Newsletter issued by Dubai Civil Aviation Authority

Issue 101 April 2023

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Middle East airport developments entails US$151 billion in capital expenditure until 2040

EK to introduce multilingual check-in robots

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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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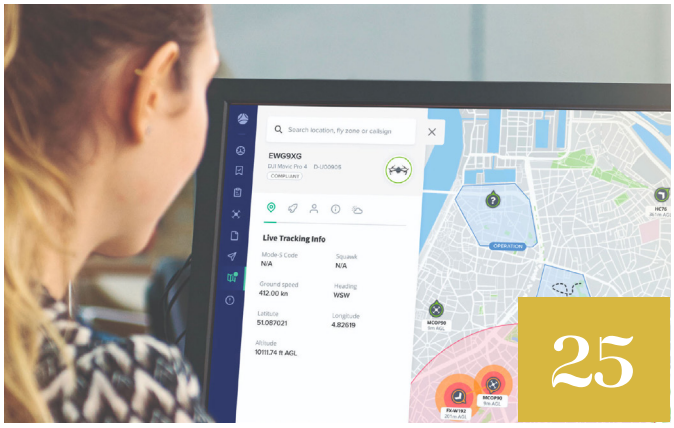
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Unifly has developed a UTM integration platform

The enforcement of U-space - the European equivalent of UTM - regulations starts this year. Unifly, an unmanned traffic management (UTM) system provider, has developed a platform for managing the integration of drones and other advanced types of aircraft into low-altitude airspace.



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Work underway on commercial aircraft fueled by hydrogen

In 1903, The New York Times predicted it would take between one million and 10 million years to develop aeroplanes.



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Our Vision

The World Airport, Dubai

Our Mission

Achieving leadership in creating innovative opportunities to maintain security, safety and enhance the infrastructure of the civil aviation sector by attracting investment for the aviation industry in the Emirate of Dubai.

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Anticipating the future of travel through Dubai Airports



The strategy of the civil aviation sector focuses on providing the best services to the passengers through Dubai International Airport, especially after the major achievements of the global facility during the year 2022 and its leadership in the global recovery phase for this vital economic sector, whether in terms of increase in the number of passengers or the volume of freight or upgrading services to provide unrivalled travel options.

This is reflected in the performance, as Dubai International Airport had been ranked first in the world in the list of the busiest airports for international passenger traffic during March, with the total number of scheduled seats rising to more than 4.6 million, according to a report issued by OAG.

Within this framework, Emirates will soon launch a new service (Robot Sara), an automated robot that is considered the first of its kind in the world to complete travel procedures. This service is expected to change the experience of passengers at airports, by simply completing travel procedures in three steps using biometrics.

With this step, Emirates becomes the first global airline to use robots in this field, based on artificial intelligence technologies, which will be reflected in increasing the speed and flexibility of completing travel procedures, in addition to completing reservations and receiving baggage.

This new service is part of a series of measures and improvements that we will take in the coming period, within the framework of our policy to explore the future of travel and enhance the importance of Dubai International Airport on the global air transport map.

Here, I express my deep appreciation for the remarkable efforts made by all concerned and operational entities working in our civil aviation and travel sector, to constantly improve our services, enhance cooperation, encourage and support incubators, and push ideas that stimulate innovation, to provide an unparalleled travel experience and consolidate Dubai's reputation as airport of the world.

Ahmed bin Saeed Al Maktoum

Flying forward



The civil aviation sector continues to support the growth of the Emirate of Dubai's economy at more than one level, primarily because of the Open Skies policy, advanced airport infrastructure and travel facilities, competent human resources and the quality services provided to tens of millions of passengers annually at the crossroads of the world.

The bold decisions and positive steps taken by our wise government and dynamic leaders, and the regular follow-up by His Highness 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, has been continuously contributing towards supporting this sector. This is based on our belief that Dubai Airport is not only an international airport but a matchless facility that serves the global economy and trade movement.

Talking about our experiences with global air traffic movement during the pandemic and how we were able to lead the global recovery phase and contributed to restoring prosperity to the global aviation sector, thanks to our vision and determination. We adapted to the changing challenges and turned crises into opportunities.

This qualifies us to continue our prominent role on the world stage in serving travellers and enhancing their loyalty to Dubai Airport.

The significant growth achieved by DXB during the past year in terms of passenger and freight traffic makes us highly optimistic about the year 2023 being a wonderful year as flying has come back to almost the pre-pandemic levels. The global travel recovery has led our airlines, Emirates and flydubai, to increase the number of destinations they serve along with other international carriers that fly through the airport.

We are highly optimistic about the coming period being better and the role of the aviation sector getting enhanced to keep pace with the Dubai government's newest economic plan D33 which aims to make Dubai among the three best economic cities in the world, and one of the three most important global destinations for tourism and business visitors. It also wants to be among the top four global financial centres, and one of the five key logistics centres around the world.

Mohammed Abdulla Ahli

Manual baggage inspection in Dubai in 90 seconds



Dubai Customs has been facilitating the movement of travellers and goods through Dubai's two international airports by adopting innovative customs procedures relying on modern technologies and Artificial Intelligence features. One of the services that it has been developing to serve travellers is the 'Pre-Export System', which aims to enhance client satisfaction by attracting traders and carriers of valuable goods through a service that handles re-export transactions and stores shipments in advance of departure while benefiting from storage fees for customs warehouses. Another initiative is the 'Self-Handling Service' for delivering customs documents to companies around the clock via a self-service to receive them using a QR code. The 'Electronic Control System' is an innovative and intelligent operating mechanism that links inspection departments with electronic systems and monitoring mechanisms to ensure the efficiency of inspection processes and professionalism in work. During a visit to DXB's Terminal-1, officials reviewed the progress and performance of the services. Khaled Ahmed, Acting Director of the Passenger Operations Department, emphasized that the department has been working closely to streamline passenger flow, especially during peak travel seasons, by harnessing all smart customs services and procedures.

Source - Zawya

Emirates returns to Glasgow Airport



The world's largest airliner has returned to Glasgow Airport for the first time since September 2019. Emirates said its reintroduction of an Airbus A380 for flights between the Paisley-based hub and Dubai is due to 'sustained demand'. The double-decker four-engine jets can carry 517 passengers. EK has previously operated Glasgow to Dubai flights using Boeing 777s, which have 302 seats for passengers. Officials said the carrier has been seeing good flows down to Australia, Thailand and the Indian subcontinent – which is very popular, particularly for VFR (visiting friends and relatives) traffic – and the Indian Ocean. As we go into the summer period we're expecting more visitors and inbound traffic from around the network, remarked an official. The vast majority of A380s around the world were put into storage at the height of the pandemic, fuelling speculation they would never return due to the existence of more fuel-efficient aircraft. However, their ability to carry more passengers than all other commercial planes means the model is making a recovery. The airliner said the A380 always has been and will continue to be in high demand. Emirates has 80 of its A380s in service, out of a fleet of 116. In the UK, the airline is already operating the jets at Heathrow, Gatwick and Manchester, with Birmingham flights resuming in July 2022. Figures show A380s are expected to be used for 5,857 commercial passenger flights across all airlines in April.

Source - The Renfrewshire Gazette

dnata handles over 82 million bags at DXB

dnata, a leading global air and travel services provider headquartered in Dubai, has handled over 82 million bags through all three terminals at Dubai International airport (DXB) in 2022.

The company handles luggage for over 100 airlines and millions of passengers travelling to 253 destinations from DXB. Merging and processing the flow of passenger baggage and cargo between three terminals, and ensuring the right items are loaded onto the right aircraft at the correct time requires meticulous planning and significant people power. During peak time operations over 1,300 staff work in close synchrony to deliver every piece of baggage promptly, helping airlines maintain their schedule and provide an excellent customer experience. While passengers make their way through any of the three terminals, its operation of military precision is taking place up to five floors below their feet. The Baggage Handling System (BHS) transports luggage using innovative conveyor belts and lifts that move both departing and arriving bags. Under the concourse floors of Terminal-3 alone, 160 kilometres of baggage tracks spiral around. The process to guide a bag to its destination begins 180 minutes before the scheduled time of departure. Any bags checked in before this are held in T3's automated Early Bag Storage facility, with a capacity of 15,000. The departing bag, transported on its distinctive yellow tray linked to the bag's luggage tag for accurate tracking, will be security screened up to five times as it makes its way through the system. It then progresses to its awaiting container – ULD- before being transported onto the aircraft. As they move through the BHS at up to 2.5 metres per second, the bags then enter a safe, high-speed transfer tunnel, shooting faster than the passenger trains in the adjacent tunnel. With Dubai perfectly positioned as a global hub, several passengers and bags are in transit to their final destination. Of all passengers arriving at Terminal 3 in 2022, 64 per cent were transiting, while at Terminal 2 transit traffic accounted for 45 per cent of all passengers. Despite this huge hub complexity, the company consistently delivers world-class baggage services at DXB with success rates that significantly outperform the industry average. The ULD's position on each aircraft also needs to be carefully planned, based on where the bags are headed and their priority level. That process can be complicated by the baggage that cannot enter the main system, due to being oversized or unusual. Items such as televisions, sports equipment, child's car seats and even holy water require manual handling, and these odd-sized items account for about five per cent of total baggage, according to Jaffar Dawood, Senior Vice President for UAE Airport Operations at dnata.

Source – STAT Times



EK to introduce multilingual check-in robots



Emirates Airlines, the world's largest long-haul carrier, is introducing legions of multilingual robots to speed up passenger check-in at Dubai International Airport, cutting queue times and funnelling more travellers through the world's busiest international hub, as the long-haul airline invests heavily in the latest technologies. The carrier will introduce locally developed check-in robots in the next two months after production reaches commercial scale, with plans for more than 200 units over the next two years. It is the first airline globally that has introduced or plans to introduce portable check-in robotics. A robot that can complete all your check-in processes, including issuing a boarding card that will be sent to your registered number or email, and facial recognition by scanning your passport, a spokesman said. The robot's use at the airport, particularly at passenger transfer and transit halls, will be "quite helpful" in cases of disruption or changing of flights. "We will be improving it and taking it to a higher level where it will be able to link with immigration to establish whether you have the right permission to enter the country, whether you have got the right visa, give you a hotel booking confirmation or book a hotel," he said. "We'll be taking it to a step higher than a check-in robot." The airline is investing heavily in its digital transformation, cutting-edge technologies and biometrics to improve customer experience, boost operational efficiency and support sustainability efforts.

Source –The National

Emirates has made changes to its iconic livery

Emirates Airlines, the world's largest long-haul carrier, has unveiled its all-new livery. Eagle-eyed spotters will notice the changes — particularly to the tailfin and wingtips. Tim Clark, President of Emirates Airline, said the livery has been redone 'without losing the key elements of our identity' - the UAE flag on tailfin and the Arabic calligraphy. Aircraft livery is a visual representation of an airline's unique identity to be displayed to the world. The latest design introduces six changes - the UAE flag on the Emirates tailfin is much more dynamic and flowing with a 3D effect artwork; wingtips have been painted red with the Emirates logo in Arabic calligraphy 'popping' out in reverse white; passengers on board with a window view will see the UAE flag colours painted on the wingtips facing the fuselage and the signature gold 'Emirates' lettering across the main body in English and Arabic is also bolder, and 32.5 per cent larger. On the aircraft belly, Emirates has retained its iconic red branding which it introduced in 2005. Its website URL has been dropped from the design. This is the third iteration of the carrier's official aircraft brand colours. The original livery unveiled with its launch in 1985 had its first refresh 14 years later, with the delivery of Emirates' first Boeing 777-300 at the 1999 Dubai Airshow.



Source – Khaleej Times



Pilot makes first-ever landing on Dubai helipad

A Polish pilot has made history after landing a fixed-wing aircraft on a helipad at the iconic Burj Al Arab Jumeirah in Dubai which, at 305 meters is one of the tallest hotels in the world. Lukasz Czepiela was able to bring his specially adapted light aircraft to a stop in just 21 meters (68 feet), landing on a platform only 27 meters wide and 212 meters above the ground on top of the 56-level building. The biggest challenge was the lack of any external points of reference, which is usually found at an airport where you have hundreds of meters of the runway, he said. Designed to resemble a sail facing out to sea, the Burj al Arab is the tallest building worldwide to be used exclusively as a hotel. The Burj Al Arab received the first-ever helipad license from the General Civil Aviation Authority. Set above the 59th floor of the hotel, this helipad watches over the Dubai coastline. Since 1999, it has hosted an impressive line-up of international sporting stars. The helipad has transformed into a car racing track, a boxing ring, and the starting point for the highest kitesurfing jump of all time. Tiger Woods teed off on the helipad before the 2004 Dubai Desert Classic. Anthony Joshua trained on the helipad in November 2017.

Source – CNN

Emirates to launch first A380 service to Bali

Emirates Airlines will deploy its signature Airbus A380 aircraft to Denpasar, Bali, starting the first day of June, marking a milestone in Indonesia's aviation history as the first scheduled A380 service to the country. The new 2-class Emirates A380 service will replace one of the two daily services to Bali currently operated by a 2-class Boeing 777-300ER aircraft. Highlighting the deployment of the world's largest passenger aircraft to Bali, its spokesman said the Emirates A380 is synonymous with its 'fly better' promise and world-class products and services. We've been working closely with partners at Bali Airport to ensure the A380 operations will be seamless and smooth. Bali continues to be one of the most popular tourist destinations in its network and strategic markets in Southeast Asia, and the Emirates A380's debut in Indonesia underscores the long-standing commitment to its travel and tourism sector. The scheduled operations of the A380 in Indonesia will be a historic moment for Indonesian aviation.

Source - Aviation24

India's no to EK for 50,000 more seat

In what the Indian media termed as the government's 'continuing tough stance' on granting any further bi-laterals to foreign airlines, the Ministry of Civil Aviation has rejected a demand by Emirates Airlines for an additional 50,000 seats per week. Under the India-UAE bilateral, airlines based in Dubai, can currently carry 66,000 passengers to and from Indian airports per week. Abu Dhabi and Sharjah have separate quotas. Similarly, Indian carriers can carry an equal number of passengers to Dubai per week. This bilateral arrangement is a pre-2014 pact. Confirming the rejection of additional 50,000 seats by EK, the government spokesman said "at this point, we're not looking at increasing it." All Middle East carriers have been asking for additional seats for the last several years but "we have not been giving any additional seats to any Middle East carriers." The government wants that Indian carriers should order bigger aircraft and carry higher passengers rather than entering into bi-laterals which are skewed against domestic carriers.

Source –Financial Express





Middle East airports to handle 1.1 billion passengers by 2040

Middle East airport developments entails US$151 billion in capital expenditure until 2040

After most of the multi-billion dollar airport construction projects were put on the back burner or temporarily curtailed over the past three years, operators and investors have been racing down the tarmac as the Middle East and Asia-Pacific regions are expected to account for 58 per cent of the global air passenger demand in 2040.

The CAPA - Centre for Aviation, one of the world's most trusted sources of aviation market intelligence, says there have been 425 major construction projects at existing airports, with US$450.7 billion in total committed expenditure globally, each of which is at various stages, from preparatory to about to conclude, along with 225 new airport projects and airport investor numbers swelling to 1074, including 258 airport operator groups or consortiums. Its database has region-wise listed the total numbers of the airport project and the volume of investment include 155 in Middle East worth US$209.4 billion.

The Middle East region, positioned at the strategic crossroads of major economies of Asia, Africa and Europe, has transformed into a major international hub and continues to be an inspirational growth story. With over 110 airports, this is already among the fastest growing in the world, accounting for 170 million of the global traffic.

Airports in the Middle East will need to invest US$151 billion in capacity expansion as the global air passenger demand is expected to increase more than two-fold in 2040. "This necessitates an investment totaling US$2.4 trillion for Middle East and Asia-Pacific airports until 2040 to accommodate this growth," the Airport Council International said. The ACI forecasts close to 19.7 billion passengers are expected to traverse the world's airports by 2040 and the Middle East airports will handle 1.1 billion passengers by 2040 – a significant increase from 2019's 405 million.

The airport industry's growth story is far from over as new airports are coming up and existing facilities getting expanded and upgraded to meet future passenger demands. The airport industry players, seeing the huge investments coming back on the tracks, will get into an energized enthusiasm at the Airport Show in Dubai from May 9 to 11. It will be held under the patronage of 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.

The 22nd edition of the world's largest annual airport industry B2B platform will connect over 200-plus aviation brands and 100-plus buyers from over 30 airports and aviation authorities from 20 countries. Also taking place on the sidelines of the Airport Show is the Global Airport Leaders' Forum (GALF).

The high-profile global platform will see over 4,500 visitors, and exhibitors have been confirmed from the United States, Italy, France, Germany,

Denmark, Turkey, Netherlands, China, Belgium, Korea, Sweden and the UAE. May Ismail, Event Manager at Reed Exhibitions, its organizer, said the Airport Show-2023 will see almost everything that airports require being on display. The 2022 edition witnessed 4,200-plus attendees from 71 countries and over 160 exhibitors from 23 countries and 100-plus buyers from 35 companies and 23 countries along with five country pavilions. This edition will break those records for sure as aviation is coming back in its full splendour.

According to GlobalData, the total pipeline of new airport construction projects had a combined value of US$1.64 trillion while the global fleet of aircraft is projected to touch 36,500 aircraft by 2031 and the global airport construction market size has been revised to US$1.4 trillion by 2026. There are several countries which are pursuing airport developments at a break-neck speed now.

India, the world's third-largest civil aviation market, plans to increase to 220 operational airports by 2027, up from 141 now. Its most populous neighbour, China, is expanding and by 2025 will have more than 30 civil airports with a targeted capacity of two billion passengers. Indonesia, Vietnam and the Philippines to are in the race to catch up with new airport developments. Turkey's TAV will continue its investments in Almaty and Antalya airports in 2023 and it is building a new terminal and additional units in Almaty with an investment of US$200 million to double the capacity to 60 million. TAV will start investing in Esenbo□a Airport in the Turkish capital Ankara. Oman Airports has inked a MoU to develop Kilimanjaro Airport and an ambitious plan is to develop a southern Africa hub in Harare in Zimbabwe.

In the UAE, the New Sharjah International Airport Expansion, costing an estimated US$517 million, will get completed by Q4 2024. The work involves the construction of a new passenger terminal and supporting infrastructure to raise its capacity to accommodate 20 million passengers by 2023. Earlier, it had been reported that the Arab world's most vibrant economy had planned investments of over US$23 billion in airport development and expansion projects over this decade. The Kuwait Airport's Passenger Terminal 2 expansion, costing US $4.36 billion will boost the airport's annual passenger handling capacity to 13 million passengers per year with the flexibility to increase to 25 million passengers and 50 million passengers in the future. As the project aims for the status of the world's first LEED Gold-accredited passenger terminal building, the project is expected to be completed fully by 2025.

In Qatar, Hamad International Airport Phase 2B's expansion work on the passenger terminal and extension of concourses D and E in Doha will commence likely this year and will enhance passenger capacity to more than 60 million annually. The new cargo terminal will be completed by 2023 and will feature a new 3-level facility and an 85,000-square metre building footprint. Musandam Airport in the Sultanate of Oman, costing US$250 million, is expected to get completed by Q4 2026. The work includes the construction of two runways and a passenger terminal with a capacity of 250,000 passengers per year. In Egypt, plans to build Terminal 4 at Cairo International Airport are advancing.

Saudi Arabia is set to build one of the world's largest airports which will have six parallel runways. The airport will help drive annual passenger traffic to 120 million by 2030 and 185 million by 2050. The Kingdom is undertaking a massive airport expansion and upgrades programme to serve 330 million travellers by 2030 through US$147 billion investments. The Red Sea International Airport is set to open in late December 2023. King Salman International Airport aims to accommodate up to 185 million passengers and process 3.5 million tons of cargo by 2050. Jeddah Airport City at King Abdulaziz International Airport (KAIA) is taking airport-centric development to a new level. Its expansion could push the passenger capacity to 114 million passengers per year after 2035, after its completion in 2028. Total investment is estimated to be US$4.5 billion. It will be Saudi Arabia's first airport city development in line with Vision 2030.



Saudi airports expansion entails US$147 billion investments



Sharjah International Airport Expansion to get completed by Q4 2024



Kuwait expanding Passenger Terminal 2 to handle 13 million passengers



Doha passenger terminal expansion to raise capacity to 60 million



Musandam Airport expected to be completed by Q4 2026

NEOM Airlines to launch by Q1 2025



NEOM Airlines will launch operations in late 2024 or by the first quarter of 2025 as a third state-owned airline in Saudi Arabia. Its Chief Executive Klaus Goersch said the start-up would strive to provide a 'world-class travel experience' for passengers travelling to and from the airport which will cater to leisure and business traffic alike. The final route development plan is in the making, but key regional and global gateways are top candidates. The airline, designed from scratch, will offer more than just flights and will work to create a comprehensive travel experience. He said NEOM Airlines would not compete with Saudi Arabian Airlines or the newly-unveiled Riyadh Air. Each airline has a clear strategy, being a global network carrier [Riyadh Air], focusing on religious traffic [Saudia], or being an airline dedicated to a destination. Our focus is on serving the destination from global international markets. This means the three airlines complement each other as partners for the joint ambitions of the kingdom, he clarified. NEOM is an under-construction urban project on the Red Sea coast in northwestern Saudi Arabia. The future linear city is at a very early stage of development. However, Neom Bay airport is already serving the existing limited urban area. Saudia and Flyadeal operate domestic routes out of the airport. Saudia also flies weekly to London Heathrow, while flydubai connects the city with Dubai. The capacities module shows that the airport sees 14 scheduled weekly departures. AECOM has been awarded a multi-year contract to provide project management consultancy services for Neom International Airport. The airport will serve the 26,500-square-kilometre business region Saudi Arabia is developing in its far northwest above the Red Sea. The scope includes project management for master planning, design and construction services, through to testing, commissioning, operational readiness, activation and transition.

Source –Airways Magazine

Cairo and Changi airports sign MoU

Cairo Airport and Singapore's Changi Airports have signed a Memorandum of Understanding, marking a significant step towards enhancing the airport experience for passengers travelling through Cairo International Airport. Under the MoU, Changi Airports International will provide Cairo Airport Company with technical assistance and advisory services aimed at improving operational efficiency, enhancing passenger experience, and increasing the airport's competitiveness on a global scale. Cairo International Airport is one of the busiest airports in Africa, serving millions of passengers annually.

Source – Airliner



Gulf Air launched flights to Goa

Gulf Air, the national carrier of Bahrain, has launched its service to Goa, the ninth Indian destination that represents a qualitative addition to tourism, business and trade exchange between Bahrain and India. Goa is its latest beach destination, and the carrier is already witnessing strong returns of this favourite route. Officials believe it will become one of our most popular destinations in no time. Passengers expressed confidence that the Indian destination will contribute to the expansion of Gulf Air's network around the world.

Source – Trade Arabia

EU tourism near pre-pandemic levels

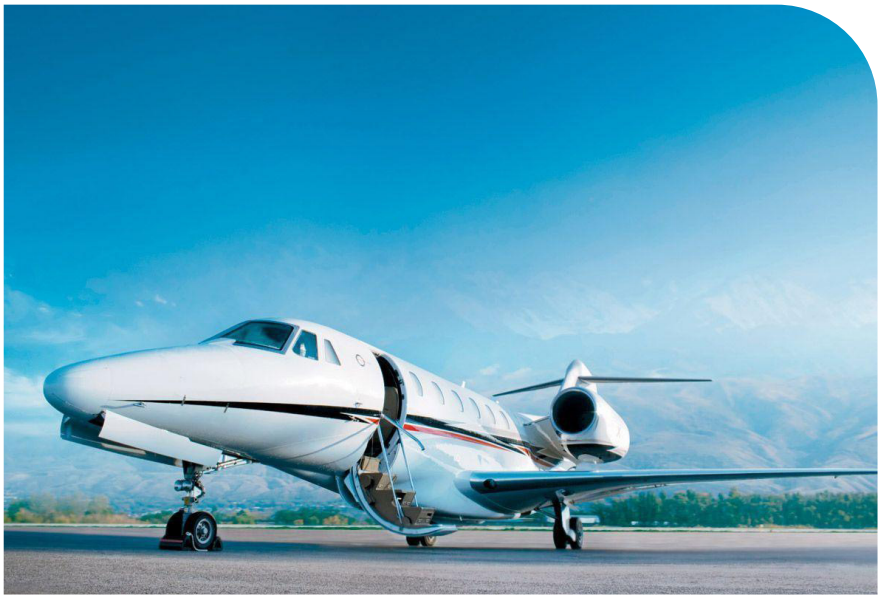


The European Union's tourism industry seems to be strongly rebounding from the pandemic. The total number of nights spent in tourist accommodation in 2022 reached close to the pre-pandemic levels (2.72 billion nights in 2022 compared with 2.88 billion in 2019). This represents substantial increases compared with the number of nights spent in 2020 and 2021 (1.42 billion in 2020 and 1.83 billion in 2021, respectively). In 2022, monthly tourism figures increased continuously and finally approached the levels of the corresponding months in 2019. Compared with the pre-summer first half year of 2019 (January–June), in the same period of 2022, nights spent in tourist accommodation were down by 11.0 per cent. Meanwhile, the period July-December closely mirrored 2019 levels of nights spent (-1.9 per cent). This information has come from early estimates on tourism published by Eurostat (based on monthly January-October/ November data). Data for 2022 also show that nights spent by international guests have neared 2019 levels (1.19 billion nights in 2022 compared with 1.36 billion in 2019). This represents a strong increase compared with the number of nights spent by foreign tourists in 2020 and 2021 (412.5 million nights in 2020, 587.8 million in 2021).

Source –Eurostat

International travel to grow by 40 per cent in 2023

A new report on tourism performance in global cities points to continued growth in inbound spending, despite increased costs. International visitors boosted spending in the world's most-visited cities in 2022 and were one of the key contributors to driving their recovery, according to the Top 100 City Destinations Index 2022, a report released by independent market research firm Euromonitor International. Travellers spent more this year in the places they visited. This 'inbound' tourism spending—from transcontinental and inter-regional visitors—has increased by 112 per cent compared to 2021, despite inflation. Globally, tourist spending per trip is showing a 13 per cent increase at current 2022 prices, with an average spend of US$1,331 per arrival worldwide. For 2023, total tourist spend is projected to exceed US$1.4 trillion globally. The index, published annually, looks at the performance of the world's top 100 cities across six key categories: economic and business performance, tourism performance, tourism infrastructure, tourism policy, health and safety, and sustainability.



Source – Bloomberg

Airbus faces steep climb in 'make or break' delivery year

European aircraft manufacturer Airbus and its US rival Boeing have been locked in a dead heat for deliveries for the first two months of 2023. Airbus has a tougher task to meet annual forecasts amid ongoing supply woes. Both groups delivered a total of 66 jets in January and February. This makes up 12 per cent of market forecasts for Boeing's 2023 deliveries, Airbus has secured nine per cent of its 2023 target of 720 jets, below the trend for this time of year. After missed targets in 2022, Airbus Chief Executive said 2023 will be 'make or break' for the company's industrial reputation. However, Airbus declined to comment on internal meetings. It set a 720-aircraft goal in 2022 before cutting it to 700 and then abandoning it in December, citing weak supply chains. In February 2023, Airbus delivered 46 jets, up from 20 in January, for a total of 66 in the first two months of 2023. That compares with 79 in the same period of 2022. Boeing delivered 28 aircraft in February, down from 38 in January amid a pause in 787 deliveries. It is not unusual for Airbus to start the year more slowly than Boeing after running flat-out in December, but this year's cumulative tally lags behind the average for the European firm. In the 10 years to 2018 - ignoring distortions from the Boeing MAX crisis in 2019 and pandemic disruptions since 2020 - Boeing secured an average of 13 per cent of its annual deliveries in the first two months, while Airbus averaged 12 per cent, according to Reuter's calculation.

Source -Reuters



British Airways owner returns to annual profit after pandemic

International Airlines Group, the owner of British Airways, has returned to annual profit for the first time since the start of the pandemic but warned a surge in demand for flying could lead to more disruption at London Heathrow airport. IAG put two years and €10 billion of losses behind it as the group reported an operating profit of €1.3 billion for 2022, following a €2.8 billion loss in 2021. The Anglo-Spanish company, which is also home to carriers including Iberia and Aer Lingus, forecast profits this year will climb to between €1.8 billion and €2.3 billion. IAG chief however warned the travel recovery could be marred by more disruption at London's Heathrow airport this summer. No senior aviation bosses anticipate disruption on the scale seen in 2022 but there are worries about resourcing at peak periods in hub airports. Heathrow Chief Executive John Holland-Kaye has said he expects to avoid major disruption, and that staff numbers across the airport will be above 2019 levels by the peak of the summer. The airport has agreed limits to stop airlines adding extra flights to their schedules during the peak season to control passenger numbers. IAG is the latest leading global airline to enjoy a notable revival in its fortunes following the end of most of the travel restrictions introduced to control the pandemic.



Source - The Financial Times

Copa Airlines raises global distribution surcharge

Copa Airlines of Panama is increasing its surcharge for tickets issued in Amadeus, Sabre and Travel port from $12 to $18 per direction. The fee hike takes effect from the third day of April — coinciding with when American Airlines removes 40 per cent of its own airfares from these same retail channels. In both cases, the airlines are pushing travel agencies and other retailers to move towards New Distribution Capability, a technology standard developed by the IATA aimed at giving airlines more control over their airfares, rather than rely on global distribution systems. Up until now, Europe's airlines were the ones adding expensive fees to encourage adoption. In March 2022, Copa Airlines said that Copa Connect would be the best way for travel agencies to access its fares, schedules, and other content. "Through Copa Connect, agencies will be able to provide their clients better offers in a more innovative and efficient way. Among the benefits are: access to better fares, exclusive sales promotions, access to ancillary products, and others," it said. Since September it has a

Source - Sift



GE ended 2022 with solid revenue growth

The year 2022 propelled the GE forward. The GE Chairman and CEO Larry Culp noted the company ended the year with solid revenue growth and margin expansion, and US$4.8 billion of free cash flow. GE Aerospace led the way with order and revenue growth above 20 per cent for the year. In 2022, nearly three billion people flew with GE's technology under wing. GE has nearly 41,000 commercial engines at work in more than 70 per cent of global airlines. In the MENAT, GE Aerospace and partners' 4,800-lus engines make up nearly two-thirds of all regional commercial engines. The commercial market recovery continues, and GE expects total departures to return to 2019 levels in late 2023. GE Aerospace is uniquely positioned to serve this market as customers expand and upgrade their fleets. In 2022, GE signed an order with Qatar Airways for GE9X engines to propel up to 50 of its Boeing 777-8 Freighters, as well as a services agreement to cover the maintenance, repair, and overhaul (MRO) of these engines. GE is continuing its efforts to support use of sustainable aviation fuel, or SAF, which is vital to enabling the airline industry to meet its de-carbonization goals.

Source -GE

67 foreign pilots employed by Indian airlines

India, according to the Directorate General of Civil Aviation (DGCA), has around 10,000 pilots including 67 foreign nationals employed with various airlines in the country. This news came days after the Ministry of Civil Aviation said there was a shortage of pilots forcing them to allow airlines to hire foreign pilots. According to industry projections, there may be a need for 1000 pilots per annum in India over the next five years. The annual requirement of commercial pilots depends upon various factors such as financial health of an airline, airline expansion plan and growth in the aviation sector. About 15 per cent of pilots in India are women - almost three times the global average of five per cent. Currently, there is no special program in the government to encourage pilot training for women. There are 35 DGCA approved flight training organizations (FTOs) in India operating at 53 bases. Data from the Indian scheduled airlines showed that a total of 244 pilots were recruited in 2021 and as of March 2023, a total of 15,896 regular officials are employed in Airports Authority of India (AAI) posted across various airports and stations. The demand of Boeing 777 aircraft pilots is such that for the first time, after years, the government is allowing Foreign Aircrew Temporary Authorization (FATA) pilots. "Normally we don't allow foreign pilots.

Source –Hindustan Times

Airports reduced record-breaking carbon emissions

The Airports Council International (ACI) has released the annual airport climate action results for Airport Carbon Accreditation, the global carbon standard for airports. The past reporting year, from May 2021 to May 2022, ended with 395 airports spanning 79 countries engaging in carbon management and reduction at one of the six program levels. The 91 new accreditations reported represented the highest growth since Airport Carbon Accreditation's inception in 2009. Airports have also made great strides in progressing to more stringent levels of accreditation – 86 airports upgraded to a higher level of carbon management during the year, with 89 having now achieved advanced levels of carbon management. Highlighted amongst the program's achievements is the sheer diversity of airports certified. They include airports of all sizes. The reporting period covers a timeframe when many airports were facing the profound impact of sluggish and fragile post-pandemic traffic recovery on airports' financial and operational health. In this context, the results achieved serve to reconfirm airports' unwavering determination to mitigate their impact on the climate.

Source - Breaking Travel News



Belgium taxes private jets to reduce noise/air pollution



Belgium has unveiled plans to levy new taxes from the first day of April on private jets as well as older, noisier commercial aircraft as part of a scheme to reduce noise and air pollution. "The noise pollution experienced by residents near Brussels National Airport, whether they live in Flanders, Brussels or Wallonia, cannot remain as it is," remarked the Transport Ministry spokesperson. Aircraft using Brussels airport currently pay a tax based on the noise levels the aircraft generates during takeoff and landing. The new tax will now factor in carbon emissions as well as the length of the flight. Any flight shorter than 500 km (310 miles) will see increased duties. The new tax will be based on the aircraft's age and whether it will be travelling at night or during the day. Until now, private jets have been exempt from tax. An official noted in the statement that "pollution per passenger is much higher" than commercial flights. The fees for private jets would be based on the aircraft's age as well as the time of the flight. The government hopes to discourage night flights. The European Business Aviation Association (EBAA) said that business aviation accounts for 12 per cent of total aviation activities in that country. Belgium's decision to tax business jets follows France's decision unveiled in October that the government was in favour of doing the same next year.

Source –Robb Report

China resumes airports construction in Xinjiang

The construction of multiple airports in Northwest China's Xinjiang region has resumed operations, with seven airport projects in line to be put into operation throughout 2023. By the end of 2023, the number of airports in the Xinjiang region will reach 27 with the completion of Qitai Airport and Bayanbulak Airport. By the end of the 14th Five-Year Plan (2021-2025), the number of airports in the Xinjiang region will reach 33, and the density of airports in Xinjiang region will reach two airports in every 100,000 square kilometres. In 2023, seven branch airport construction projects will start, according to Xinjiang Airport Group, among which include the expansion project of Kashi Airport and the new airport project of Bugur (Luntai). So far, the expansion project of Kashi Airport and the construction of the new project of Qitai Airport have started.

Source - Global Times



Airports benefit from Next-Gen passenger flow platform

Airports including Amsterdam Schiphol, Dublin, London Gatwick and Oslo are among the facilities that are using a next-generation cloud platform. The company says it brings a new level of scalability and insight to passenger flow management, helping operators improve passenger journeys. For over a decade, Veovo's Passenger Predictability capabilities have been enabling the forecasting of passenger movement, providing actionable information to some of the world's largest airports. With the next-gen platform, its clients now have greater choice, flexibility and support in how they use the company's software, in addition to improvements in scalability, speed, and system performance. Scalability is critical in passenger flow analytics as airports look to expand from only measuring queues and flow in pinch points to building an understanding of passenger behaviour, from curbside to boarding. This per-flight movement data significantly aids a terminal digital twin and is a key enabler for the new generation of AOP-compliant solutions. The platform enables real-time, historical, and forecasts of passenger, baggage, and transfer movement measurement across the entire terminal on a single platform. This supports teams in making data-driven long-term plans to improve the passenger experience and allow proactive decisions on the day of operations.

Source - Airports International

Beijing Daxing to add 20 overseas routes

Beijing Daxing International Airport has added about 20 overseas routes as the summer schedule started, strengthening commercial and cultural ties between China and the rest of the world. A Qatar Airways flight from Doha landed, marking the resumption of passenger service between the capitals of Qatar and China for the first time since the pandemic. Operated daily with a Boeing 777-300ER, the service provides customers with added options when planning travel to and from China. This also allows passengers from the Jing-Jin-Ji Metropolitan Region to seamlessly transit to over 150 destinations in Europe, the Middle East, Africa and the Americas, via Hamad International Airport. Beijing is the fifth gateway in China that Qatar Airways has resumed since the pandemic, which effectively increases the airline's operations in the market to 39 weekly flights during the peak of the summer season of 2023.

Source - Global Times

ACI and WEF launching a new airports initiative

The World Economic Forum, in partnership with Airports Council International (ACI) World, is launching the Airports of Tomorrow initiative to address the energy, infrastructure, and financing needs of airports in the coming decades. Airports are at the heart of the de-carbonization challenge and on the front line to provide solutions. They are complex infrastructures that rely on intertwined interdependencies between multiple stakeholders. Airport-controlled activities account for 36 per cent of the aviation industry's total emissions. For this reason, airports are now rethinking how their infrastructures could be designed and operated to reduce their overall environmental footprint and increase their positive economic impact.

The concept of airports as energy hubs refer to building a unique airport ecosystem that places renewable energy production at the heart of its operations to de-carbonize all airport-related activities and those in their vicinity. Recognizing that this will require significant time and investment, they outlined the five areas in which some airports can start embracing this transition. Today's airport hubs are first and foremost big energy demand aggregators. As such, they could produce economies of scale for on-site hydrogen production and liquefaction. This would not only allow the de-carbonization of their operations but also the downstream ones. Sustainable aviation fuels (SAF) are the biggest part of the solution to de-carbonize aviation.

Source - World Economic Forum

A challenging trading environment



Willie Walsh
Director General
IATA

Air cargo contributes to global economic development and creates millions of jobs. The global economy depends on the ability to deliver high-quality products at competitive prices to consumers worldwide. Air cargo transports over US$6 trillion worth of goods, accounting for approximately 35 per cent of world trade by value. E-commerce has changed the contours of the cargo business landscape.

Data released by IATA, the trade body that represents 300 airlines comprising 83 per cent of global air traffic, showed global air freight markets for the full year took a significant step back from 2021 levels but were close to 2019 performance. Global full-year demand in 2022 was down 8.0 per cent compared to 2021 (-8.2 per cent for international operations). Compared to 2019, it was down 1.6 per cent (both global and international). Capacity in 2022 was 3.0 per cent above 2021 (+4.5 per cent for international operations). Compared to 2019 (pre-pandemic) levels, capacity declined by 8.2 per cent (-9.0 per cent for international operations). Global capacity was 2.2 per cent below 2021 levels (0.5 per cent for international operations). This was the tenth consecutive monthly contraction compared to the 2021 performance.

Global new export orders, a leading indicator of cargo demand, have stayed at the same level since October. For major economies, new export orders are shrinking except in Germany, the US, and Japan, where they grew. Asia-Pacific airlines posted an 8.8 per cent decrease in demand in 2022 compared to 2021 (-7.4 per cent for international operations) and a capacity increase of 0.5 per cent (+5.8 per cent for international operations). Airlines in the region continue to be impacted by lower levels of trade and manufacturing activity and disruptions in supply chains. European carriers posted the worst year-on-year performance of all regions, with an 11.5 per cent decrease in demand in 2022 compared to 2021 (-11.8 per cent for international operations). Latin American carriers posted the strongest year-on-year performance of all regions, with a 13.1 per cent increase in demand in 2022 compared to 2021 (+15.0 per cent for international operations). African airlines reported a decrease in demand of 1.4 per cent for global and international demand in 2022 compared to 2021.

Middle Eastern carriers reported a decrease of 10.7 per cent in global and international demand in 2022 compared to 2021. Middle Eastern carriers experienced an 11.8 per cent year-on-year decrease in cargo volumes in January 2023. This was an improvement from the previous month (-14.4 per cent). Capacity increased by 9.6 per cent compared to January 2022. In the face of significant political and economic uncertainties, air cargo performance declined compared to the extraordinary levels of 2021. That brought air cargo demand to 1.6 per cent below 2019 (pre-pandemic) levels.

The continuing measures by key governments to fight inflation by cooling economies are expected to result in a further decline in cargo volumes in 2023 to -5.6 per cent compared to 2019. It will, however, take time for these measures to bite into cargo rates. So, the good news for air cargo is that average yields and total revenue for 2023 should remain well above what they were pre-pandemic. That should provide some respite in what is likely to be a challenging trading environment in the year ahead.

Making airports fit for the future

The huge drops in revenue during the pandemic shutdowns have piled pressure on airports and airlines — a point that crystalizes more than ever the need for business resilience throughout the sector. Further disruption, ranging from terrorist threats and emergencies to extreme weather events and long-term climate change issues, will only worsen with time. During the summer, the intense heat caused by climate change caused the UK runways to melt and North American airports to get hit with extreme downpours.

As several airports have been built on flat plains that often sit at or below sea level, they are often at high risk of flooding. According to a report, 12 of the airports American Airlines operates out of were listed as being at risk due to sea level rises, including JFK in New York. San Francisco and airports in the Netherlands are building sea walls to stem the tide that would otherwise overwhelm them. However, others across the world are looking at other methods to keep the sea at bay.

Kansai Airport in Japan, having been built on a man-made platform of reclaimed land supported by concrete legs, has been dealing with sinkage for 30 years. The solution has been found - raising the runway every two years to ensure the structure stays above the surrounding waters. A new runway in Brisbane has been built above flood level. The Turkish government has used reclaimed land for several airports. Other more static reclaimed land projects like Hong Kong airport are at a real risk of being overwhelmed.

Major airports are operational 24 hours a day and often maximize the use of their runways. At night, when fewer passengers are coming through and the airport fees are cheaper, often there is an increase in cargo and freight, which can then be transported on roads when they are relatively empty. Because of this continual use, disruption at airports can cause trouble far more quickly compared to other forms of transport, as the scenes at Schiphol this summer demonstrate. Apart from the disruption to passengers, it can also cause wide-ranging impacts on businesses, from revenue loss and economic consequences to prevention in the delivery of essential items like medical supplies.

Airports are also big beasts, with some major hubs like Heathrow or Singapore operating like mini-cities with multi-mode transports integrated into them. Future requirements will add further complexities. Unmanned aerial vehicles, or drones, could be introduced to help airports control bird populations, aid security, or help guide pilots in poor visibility, while electrical vertical takeoff and landing aircraft are likely to become increasingly visible as air taxis for short-range and regional transportation.

While several airports are under public ownership, the influence of private investment has been critical to driving forward the resilience conversation around ESG investment and improvements (which covers environment, social and governance benefits) as well as responding to environmental threats. There are several solutions that Arcadis is delivering and working on. Both in the aftermath of Hurricane Katrina in New Orleans in 2005 and Hurricane Sandy in Manhattan and Long Island in 2012, Arcadis had been brought in as a consultant to help develop flood protection solutions.

We are also working with many airports on proactive measures rather than reactive ones like those above, demonstrating the cost-effectiveness of early implementation despite the initial upfront capital requirement. In the end, prevention measures will be for everyone's benefit, because the impact of airport disruption can be a national problem. To ensure business continuity, airports must be ready to meet the needs of air travel in the present and the future.



Nick Hutchinson
Global Lead
Integrated Airport Solutions
Arcadis

Air cargo driving sustainability

The sustainability pressure has increased by nine points compared to 2022, driven by expectations from customers (78 per cent), employees (69 per cent) and business partners (62 per cent), according to the third annual Air Cargo Industry Sustainability Survey by The International Air Cargo Association (TIACA). Sustainability remains a broad concept with many ways to define it for the 258 companies that have participated in the survey. However, the environment still dominates how the industry defines it. The pressure from regulators is increasing year on year: only 37 per cent of the respondents in 2021 were indicating regulatory pressure while it is now 55 per cent. Companies see a clear link between their environmental, social, and governance (ESG) actions and reputation (85 per cent) and attractiveness (67 per cent) but less so for their profits (44 per cent). More and more companies have dedicated teams (57 per cent) and budgets (45 per cent) to drive sustainability, and 70 per cent declared their sustainability budget has increased compared to last year. Pressures to be sustainable continue to increase from all stakeholders, remarked Glyn Hughes, Director-General of TIACA. Among them are regulators, adding sustainability-focused laws in different parts of the world. They are aligned with overall companies' objectives of addressing regulation, together with maintaining commercial and financial performance. Other key findings of the survey include: 52 per cent of companies produce a sustainability report; nine per cent of companies have indicated a reduction in energy consumption in operations; airlines, ground handlers and freight forwarders show the largest investment in the use of sustainable aviation fuel (SAF) to decarbonize; digitalization is maturing across the board and has increased to 78 per cent; and 79 per cent of air cargo companies focus on improving efficiencies and operational excellence.

Source –ITLN



US airport to build cargo hub with private financing

Competition for air cargo business in Greater Chicago is heating up with Milwaukee's main airport planning to build a large terminal for freighter aircraft and poach traffic from Chicago O'Hare, the dominant cargo hub in the region, and rising upstart Chicago Rockford airport. The local economy's strength suggests the investment has merits, but capturing more than surplus shipments from a major international gateway like O'Hare will be a tall order. Project organizers say they are confident they can attract cargo airlines and logistics companies interested in fast access to Chicago at far less expense than at O'Hare, and without the chronic congestion, as well as tapping the rapidly growing industrial base in southeast Wisconsin. Crow Holdings, a privately held real estate investment and development firm with US$24 billion of airport assets under management, announced this month it will develop and operate a 288,000-square-foot logistics hub at Milwaukee Mitchell International Airport (MKE) in exchange for a multi-decade ground lease. The Milwaukee airport is a 70-minute drive north of O'Hare.



Source - Freight Waves

Air cargo volumes to decrease in 2023

Owing to economic uncertainties, cargo volumes globally are expected to come under increased pressure and decrease to 57.7 million in 2023, according to the International Air Transport Association (IATA). The trade body expects a return to profitability for the global airline industry in 2023 as airlines continue to cut losses stemming from the effects of the pandemic on their business in 2022. "Cargo markets are expected to come under increased pressure in 2023. Revenues are expected to be US$149.4 billion, which is US$52 billion less than in 2022 but still US$48.6 billion stronger than in 2019. With economic uncertainty, cargo volumes are expected to decrease to 57.7 million tons, from a peak of 65.6 million tons in 2021," it said. As belly capacity grows in line with the recovery in passenger markets, it said yields are expected to take a significant step back. The airline body expects a fall of 22.6 per cent in cargo yields, mostly in the latter part of the year when the impact of inflation-cooling measures is expected to bite. Air cargo revenues played a key role in cutting losses with revenues expected to reach US$201.4 billion. That is an improvement compared with the June forecast, largely unchanged from 2021, and more than double the US$100.8 billion earned in 2019.

Source –Construction Week

Tokyo Narita Airport invests in air cargo facilities

Tokyo Narita International Airport, the primary gateway of international flight services, is set for major investments with a new project to develop air cargo logistics facilities. Goodman Group will partner with Tako Town, in close collaboration with Narita International Airport Corporation (NAA) and Chiba Prefecture, to carry out the project on a 70-hectare site in Iizasa of Tako Town. Chiba Prefecture is connected to a planned expansion of Tokyo Narita that will create a third runway, scheduled for completion in March 2029. The project will see the logistics space for cargo fully integrated with Narita Airport, helping bring NAA's "New Narita" initiative to life. Goodman is targeting completion in March 2029 to coincide with the opening of Tokyo Narita's third runway. The air logistics hub is being developed for the 'International Exchange Complex' as part of Tako Town's master plan, which was created in March 2021. The complex will be designed to seamlessly streamline cargo operations into and out of the airport.

Source – Air Cargo News





Incheon Airport steps up focus on air cargo

Incheon International Airport, which is celebrating its 22nd anniversary, is turning up its focus on its growing airfreight business. Having surpassed a cumulative transfer passenger count of 100 million as of the second day of March, the world's second-largest north-east Asian logistics hub has been continuously developing its logistics infrastructure, a statement reveals. The South Korean hub processed the world's second-largest total of international cargo shipments in both 2021 and 2022 and is now experiencing a post-pandemic "fast recovery trend" compared to competing airports in China and Japan. Since December 2022 Incheon airport's 25 cargo-only airlines have been connecting 107 cities in 43 countries. Their destinations by region include 20 in China, six in Japan, 10 in Southeast Asia, 27 in North America, five in central and South America and 18 in Europe. Including passenger-belly cargo aircraft operations, Incheon's aviation network currently connects 152 cities in 53 countries 365 days a year. Incheon has been on a path of steadily investing in its logistics infrastructure. Incheon International Airport Corporation has revealed that its constant investment in logistics infrastructure is a rapid response to the latest logistics trends.

Source - Air Cargo Eye

New AI system offers potential ATM solutions

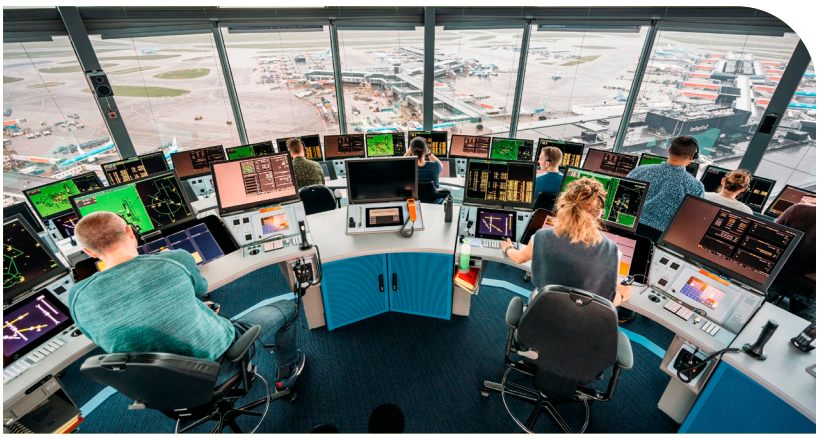
A new Artificial Intelligence technology created at Mälardalens University (MDU) in Sweden is promising to help air traffic controllers by calculating delay lengths and predicting various interruptions. This system, in addition to predicting disruptions and communicating necessary updates to customers, can even help prevent disruptions from occurring. The AI system prototype is aimed at helping operators in air traffic management (ATM) to handle airspaces and aircraft more efficiently. It will do so by helping operators create and maintain optimized traffic flows while monitoring aircraft positions. Additionally, the system can identify potential collisions and provide the needed guidance to avoid such accidents.

While it does provide efficient solutions, this system also supplies explanations for why its suggestions are optimal for the conditions. In addition to monitoring and analyzing traffic in real-time, this system is also predictive. The system developed three machine learning algorithms, allowing it to provide transparency and thus delay predictions on single runways

Source –Aviation Today



LVNL completes Schiphol airport tower modernization



The state-of-the-art ATM platform for the Amsterdam Schiphol airport tower has laid the foundation for more organized data exchange between the applications and also simplified the integration of future applications. The implementation of MosaiX was one of the largest releases in recent times in the tower domain, yet the operation was managed without any disruption. LVNL, the ANSP of the Netherlands, has been completing a tower modernization program with Frequentis since 2017 to modernize its end-to-end tower infrastructure, starting with replacing paper flight strips with an Electronic Flight Strips System (EFSS), the Frequentis smartSTRIPS system. Air traffic control is a fast-changing, dynamic environment that requires agility from all organizations. Its implementation has enabled LVNL to provide more organized data exchange between applications, as well as to simplify the integration of future applications. The EFSS is the first tower application to run on MosaiX and is now hosted on a redundant cluster of servers, which will accommodate other applications, including ATIS (Automatic Terminal Information Service), DMAN (Departure Manager), SMAN (Surface Manager) and Safety Nets.

Source - Air Traffic Management

New Zealand reading to test space air traffic service

Skykraft and Airways New Zealand will work together to develop Skykraft's space-based air traffic management service in one of the world's largest airspace regions. Skykraft, a space services company based in Canberra, Australia, will use its satellite constellation to gather data on aircraft movements and then test it against the data held by Airways, which manages 30 million square kilometres of airspace over New Zealand, the South Pacific and Southern Oceans and the Tasman Sea. Skykraft is developing a space-based, global service combining an air traffic surveillance system and a Very High Frequency (VHF) radio communication system, which would extend the reach of VHF to areas that are covered by older technologies.

Source –Mirage News

FAA to boost ATC safety

The US Federal Aviation Administration (FAA) is taking steps to improve its air traffic control operations after a series of near-miss incidents raised questions about safety in the world's largest aviation market. There is no question that we are seeing too many close calls, FAA Air Traffic Organization Chief Operating Officer said in a message to employees. The FAA issued a separate safety alert to airlines, pilots and others citing the 'need for continued vigilance and attention to mitigation of safety risks.' Six serious runway incursions since January 2023 prompted the agency to convene a safety summit. It would ensure that supervisors devote their full attention to the operation and airfield during peak traffic periods, provide more dedicated training for unusual circumstances and update simulator software for the first time since 2016. The National Transportation Safety Board (NTSB) said a FedEx cargo aeroplane and a Southwest Airlines aircraft had come within 100 feet of each other in what could have been a tragedy. The regulatory body plans to work with the air traffic controllers union 'to reinforce existing safety protocols, especially those that help increase situational awareness' and would re-examine runway incursion data to identify underlying factors that led to the close calls and to find fixes.

Source - Reuters



DANS and DFS Aviation signs contract for ATC systems supply

Dubai Air Navigation Services (dans) and Germany's DFS Aviation Services (DAS) have inked a contract for the supply of Air Traffic Control systems that will enhance the capabilities and quality standards of the city's airspace. To handle the high requirements in ATMs, the ANSP is keen to continuously develop its air traffic control and management infrastructure to partake in the foresighted demand. The flexible and scalable digital platform provides tower and approach controllers with a comprehensive set of tools to safely and efficiently manage traffic flow. The platform supports the sequencing of departing aircraft. The deliverables include a test and validation platform, as well as a contingency and operational system for each airport.

Source – Aviation 24

Seychelles undertakes air traffic modernization

Seychelles Civil Aviation Authority is undertaking a project to provide state-of-the-art services within the Seychelles Flight Information Region (FIR). The quality of services provided to airlines travelling in the airspace Seychelles controls will receive a significant boost by the end of 2023 as the island nation undertakes a major air traffic system modernization. The project will be undertaken in two phases. The first phase will involve replacing the existing Air Traffic Management system and simulator by end of March 2023 with a continuation of procedural control service. Phase-2 will involve the implementation and transition to surveillance control service. It is planned the surveillance control service will be available by the end of 2023. The authority added that the modernization entails a few projects running parallel, with one of the major ones being the replacement of the Air Traffic Management System, which has been in place since 2009. Having surpassed its 10-year lifespan, the new system, inclusive of the consoles in all the air traffic control units, will be replaced by modern ones, along with its corresponding simulator. This will bring about an evolution in our service delivery, at the same time ensure compliance with local and international requirements. Another significant component of the project will be the implementation of a Surveillance Control Service within the entire Seychelles Flight Information Region (FIR) where real-time position data will be received through modern surveillance sensors.

Source- Seychelles News Agency



Tests begin soon for space-based ATM service

Skykraft and Airways New Zealand will work together to develop a space-based air traffic management service in one of the world's largest airspace regions. Skykraft, a space services company based in Canberra, Australia, will use its satellite constellation to gather data on aircraft movements and then test it against the data held by Airways, which manages 30 million square kilometres of airspace over New Zealand, the South Pacific and Southern Oceans and the Tasman Sea. Skykraft is developing a space-based, global service combining an air traffic surveillance system and a Very High Frequency (VHF) radio communication system, which would extend the reach of VHF to areas that are covered by older technologies. Skykraft's five satellites were launched successfully by SpaceX from Florida in the US in January 2023, and further launches are scheduled for mid-2023 and early 2024. The Memorandum of Understanding allows working on a proof-of-concept demonstration of Skykraft's world-first combination of space-based air traffic surveillance and VHF radio communications. Airways New Zealand says the collaboration will help drive the evolution of the next generation of air traffic management services. Skykraft's satellite-based VHF radio communication system will be a key element in the proof-of-concept process and has the potential to create a step change for aviation.

Source –Asian Aviation



Big race on to develop eVTOL aircraft



Beta Technologies is among an increasingly tight-knit group of front-runners aiming to support the launch of commercial eVTOL air services in 2025. Multiple companies, many of them start-ups with origins outside the aviation industry, are looking to exploit the new technology to achieve a fundamental, epoch-defining shift in how people and things move around and support previously unthinkable business models. The imperative to reduce aviation's environmental footprint is also a big motivator, especially in Europe where social consensus is increasingly demanding more from the industry and demanding carbon-reduction goals are being set in the chase for so-called net zero over the next couple of decades. There is now little doubt that a version of AAM or UAM will happen, with the only questions being when exactly it will become a reality and whether it will achieve sufficient commercial scale and momentum to make a lasting impact. The technological progress being fermented is also feeding into a wider transformation of air transport, following a continuum that Airbus believes could lead to 200-seat hydrogen-powered airliners flying 2,000 nm by around 2035.

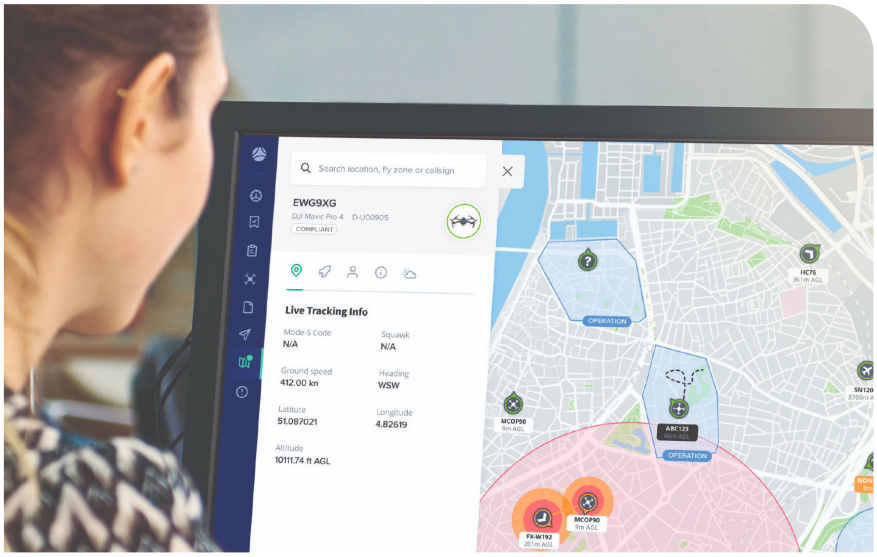
Source –Future Flight

Saudi Arabia invests in AAM sector

Saudi Arabia is stepping up its bid for a stake in the Advanced Air Mobility sector, with Wa'ed Ventures, the venture capital arm of oil and gas giant Aramco, investing US$14 million in drone operations and un-crewed traffic management (UTM) group Terra Drone. The Japan-based company, which has previously raised US$83 million, will now establish a subsidiary in Saudi Arabia to develop services such as drone surveys and develop infrastructure that could support eVTOL aircraft operations. The new Terra Drone Arabia business unit is an extension of the group's network across nine other countries and including its European division Unifly. With partners including Indra and Frequentis, the group has run flight operations and UTM management contracts in Canada, Belgium, the Netherlands, Denmark, Germany, Bulgaria, Austria, Spain, and Malawi. It is also now seeking to expand in both Southeast Asia and North America. Through its Vision 2030 program, the Kingdom is seeking to nudge the country's economy beyond its dependence on the energy sector.

Source –Future Flight

Unifly has developed a UTM integration platform



The enforcement of U-space - the European equivalent of UTM - regulations starts this year. Unifly, an unmanned traffic management (UTM) system provider, has developed a platform for managing the integration of drones and other advanced types of aircraft into low-altitude airspace. Unifly last May obtained a €10 million investment from Terra Drone Corporation and the Japanese government fund JOIN. Unifly has partnered with ENAIRE, a Spanish ANSP, to develop an automated digital drone management platform. The UTM system provider also launched a UTM platform in collaboration with the Port of Antwerp. The company said its UTM system can be configured to be U-space compliant. However, it is not designed to only be U-space compliant. Unifly's RPAS Traffic Management (RTM) platform is used by the ANSP in Canada and complies with its regulations. The company officials say 2023 will be when the drone industry truly takes off, and that UTM as well as U-space will play crucial roles in enabling the industry to scale. This year, Unifly plans to launch one of the first implementations of U-space in Spain in partnership with Indra and ENAIRE. In addition to working with Indra and ENAIRE, Unifly is also working with the Bulgarian Air Traffic Services Authority (BULATSA) and SkeyDrone, a subsidiary of the Belgian air traffic controller for manned flights. Additionally, the company officials are in talks with DFS (Deutsche Flugsicherung), the German ANSP. These will be the main focuses for Unifly in Europe in the near term. As of January 2023, more than 180,000 drone operators are using Unifly's platforms.

Source –Aviation Today

EVE and Ferrovial collaborates for vertiports



Eve Air Mobility (Eve) has signed a Letter of Intent with Ferrovial Vertiports to explore the use of Eve's urban air traffic management (ATM) software solution to support the operation of vertiports and electric vertical take-off and landing (eVTOL) aircraft. EVE is a subsidiary of Brazilian aerospace manufacturer Embraer. The company focuses on urban air mobility, including urban ATM solutions and eVTOL aircraft development. Its urban ATM software is a solution that will enable the integration of all airspace users in the urban environment. Ferrovial Vertiports, a subsidiary of leading global infrastructure operator Ferrovial, focuses on developing vertiport networks for the take-off, landing, operation, and maintenance of passenger services of eVTOL. The two companies say their new collaboration reinforces a shared commitment to safely integrating and scaling global UAM operations. Ferrovial's Vertiport division will provide an essential piece of the ecosystem to enable the landing, recharging, and taking off of eVTOL aircraft with passengers. Kevin Cox, CEO of Ferrovial Vertiports, says the company's goal is to build a series of agnostic vertiport networks across the US and Europe. Ferrovial Vertiports has already announced that it will develop a network of more than 10 vertiports across the state of Florida, US and a network of 25 vertiports across the UK. The company says it is currently studying other markets in the US and around the globe which will benefit from a more sustainable and efficient mode of urban transportation.

Source - Future Flight

Vancouver airport to sell its Digital Twin platform



Vancouver Airport Authority has reached an agreement with Unity to sell its Digital Twin platform to other airports around the world. By using Unity's video game engine, YVR's Innovation Hub team created a virtual, real-time representation of the airport's terminal building and airfield, offering training, optimizing, future planning, simulation, and testing capabilities.

It combines historical and real-time data into the platform and can be presented through 2D or 3D visualization for data-driven decision-making and collaboration. The Digital Twin, launched in 2021, was the first major project by the Innovation Hub of YVR, tasked to create and test new processes and technology to improve the passenger and logistics processes of aviation operations. During 2022's busy summer travel season, the airport's guest experience team used the Digital Twin to coordinate measures to relieve passenger congestion at security checkpoints. The Digital Twin can also be used to monitor and calculate energy use and greenhouse gas emissions of the terminal building and airside operations. The new commercialization partnership now has the potential to export such digital solutions to airport operations planning to other airports worldwide. By using Unity's engine, the platform enables ease of use, similar to a video game. The last three years have seen a tremendous amount of collaboration, boldness, and vision from both organizations.

Source - Daily Hive

The world's first flying motorcycle could hit the skies soon

One of the smallest jet aircraft ever designed could be several years away from becoming the first sky-legal motorcycle. When it's certified by the FAA, the Jetpack Aviation Speeder will be a flying street bike that uses eight tiny-but-powerful jet engines to cruise 60 mph for about 30 minutes. "We're working on a special airworthiness certificate for experimental certification," says Jetpack Aviation CEO David Mayman. "It's taking longer than expected because this is a significantly different animal than the FAA has ever had to deal with before." The Jetpack Aviation Speeder P2 is undergoing tests now and could be FAA certified in two years. While the original design had four turbines (as shown in the renderings), the final product will have eight (in the photos), two at each corner of the bike to provide safety through redundancy.



They will also allow the roughly 300-pound Speeder to carry 600 pounds, a size-to-payload ratio that sets the Speeder apart from other VTOL craft. A barebones Speeder P2 prototype is being tested at the company's California facilities. It'll be on a tether until it gains FAA certification. The prototype has achieved autonomous takeoffs and landings. It has also hovered and transitioned to forward flight. The company is also showing off a full-scale, slick-looking black model at events. It's designed for a pilot with a seating position similar to a motorcycle, with either foot down or back on foot pegs like a racing bike. An unmanned version is also being

Source - Robb Report

Work underway on commercial aircraft fueled by hydrogen

In 1903, The New York Times predicted it would take between one million and 10 million years to develop aeroplanes. The Wright Brothers took flight just nine weeks later. In 2023, the same levels of ambition, determination, and innovation will make the green flight a reality, and the first commercial passenger aircraft fueled by hydrogen will take to the skies.

Aviation is the world's fastest-growing contributor to climate change. According to a report by the International Coalition for Sustainable Aviation, by 2037 the world will see an estimated doubling of air passengers to 8.2 billion. And by 2050, the sector could be responsible for as much as 22 per cent of total carbon emissions. Global emissions need to be cut by half by 2030—and that means quickly addressing the rising contribution of the aviation sector. ZeroAvia is tackling the transition to zero-emission aviation through the development of hydrogen-electric engines for aeroplanes. These use hydrogen in fuel cells to generate electricity, which is then used to power electric motors to turn the aircraft's propellers. Ultimately, we will put these engines in every type of aircraft—all the way up to large, commercial aircraft. According to McKinsey, electric flight powered by hydrogen offers the best possible reduction in climate impact. Hydrogen fuel cells are between two and three times more energy efficient than current gas-guzzling fuel combustion engines. And the sole byproduct of these engines is water. Alternatives, such as sustainable aviation fuel, do not tackle the problem of non-carbon emissions. Nitrogen oxides, particulates, soot, and high-temperature water vapour are all potent climate-forcing agents. Combined, these have a larger climate change impact than carbon dioxide alone. But hydrogen-electric engines do not enter the equation. Research from the University of Houston suggests eight aeroplanes would be required to carry the batteries needed to power a jumbo jet. Hydrogen is also abundant—as it can be produced from water—and it will only become cheaper to produce. According to PWC, the cost of green hydrogen will drop by 50 per cent by 2030. On-site hydrogen production further lowers prices and makes the entire system zero-emission from end to end. In 2023, the company will finalize the design for the world's first commercial hydrogen-electric aircraft engine. It plans to enter the market by the following year. This will unlock commercial zero-emission flights of up to 300 miles, say, London to Glasgow, or San Francisco to Los Angeles.

Source – Wired

