عام الخمسين
YEAR OF THE FIFTIETH
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UAE

حكومة دبي
GOVERNMENT OF DUBAI

هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

Via Dubai

Monthly Newsletter issued by Dubai Civil Aviation Authority

Issue 86 January 2022

From rebound to recovery with confidence



DCAA supports Accessible Tourism Summit

Egyptian delegation visits Dubai Civil Aviation Authority

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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Big technology leap key to reach net-zero emission goal

Airlines have committed to achieving net-zero carbon emissions in their operations by 2050. Here is a timeline and milestones on the run-up to that ambitious target.

Technology converts CO2, green hydrogen into SAF

Johnson Matthey, a global leader in sustainable technologies, has launched an innovative technology – HyCOgenTM – designed to play a pivotal role in enabling the conversion of captured carbon dioxide (CO2) and green hydrogen into sustainable aviation fuel (SAF).





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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Ready for the year of recovery



The civil aviation sector in Dubai began the year 2022 with great confidence and optimism of being on the path to a rapid recovery from the impact of the coronavirus pandemic. This is proven by several factors, most notably the economic growth witnessed by the emirate; increase in the passenger movements at the Dubai International Airport (DXB) to about 28.9 million passengers and it retaining the title as the world's top airport for international travellers since 2014, and the Dubai Duty Free (DDF) achieving the sales of AED3.56 billion in 2021.

The emirate also witnessed a positive tourist season with the influx of visitors to the Expo 2020 Dubai and the growing importance of it as a distinguished global tourist destination.

Dubai has distinguished itself by achieving the fastest recovery in the world, relying on its resilience and ability, to contain the pandemic; rapid growth in all sectors; reopening of borders, receiving international passengers and holding global events, including the Expo 2020 Dubai and the Dubai Airshow, in addition to operating its international airport at its full capacity.

This confidence is percolating down to all stakeholders in the aviation industry, particularly Emirates, the world's largest long-haul airline, Dubai's budget carrier flydubai, and all international airlines operating from Dubai, in the form of resumption of their flights to all their destinations. This sends out a strong message to the world that we can face the future with confidence and success.

Accelerating the pace of recovery depends on the flexibility of decision-makers elsewhere. This requires the authorities to initiate measures to open more borders, taking into account all the necessary health requirements and procedures, restore greater confidence in the global air transport network, and provide a travel experience that is safe and comfortable for millions of travellers who are eager to get back to their normal lives.

Let's work together to make 2022 a positive year, a period full of optimism for the aviation industry that serves the global economy and all of humanity.

Ahmed bin Saeed Al Maktoum

Dubai's strategic choices



The Emirate of Dubai has once again proved the validity of its strategic choices taken to ensure its aviation industry remains ready to serve the global air traffic movements and the ability to turn challenges into opportunities.

This is evident from the Dubai International Airport's passenger traffic numbers in 2021 that increased by 40 per cent to 28.7 million compared with 2020 and the fact that it is operating at full capacity in addition to the increase in the number of destinations served, namely, more than 160 destinations connected through 84 international airlines.

This is also demonstrated by the expectations of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, who said: "As we bid farewell to a year full of achievements for the United Arab Emirates, we welcome 2022 with confidence that it will bring the best."

On the economic front, business activity in Dubai accelerated with the easing of travel restrictions and Expo 2020 Dubai boosting the city's tourism industry. Dubai's economy is expected to witness sustainable growth in 2022 as a result of the expected increase in commercial activity in the tourism and retail sectors, supported by the significant contribution made by Expo 2020 to Dubai's economy at all levels.

The aviation sector in Dubai has always been flexible and we will continue to work with our partners in the industry to move forward with our plans to serve the demand for global air transportation. We are ready to deal with about 1,500 aircraft movements per day, as had been the case before the coronavirus pandemic -- a move that will enhance the importance of the DXB as the top airport in the world in terms of the numbers of international travellers, in line with the directives of our wise leadership, to make Dubai the airport of the world.

We are optimistic about the New Year and our optimism is based on the firm foundations, most notably the dynamics of our decisions, our Open Skies policy, our global airport that provides unparalleled facilities and services, and our professional team that loves working with excellence and is trained to provide the best services to the customers.

Mohammed Abdulla Ahli



Egyptian delegation visits Dubai Civil Aviation Authority

His Excellency Mohammed Abdulla Ahli, Director General of the Dubai Civil Aviation Authority (DCAA) and Managing Director of the Dubai Air Navigation Services (Dans), received Eng. Mohamed Saied Mahroos, Chairman of the Board of Directors of the Egyptian Holding Company for Airports and Air Navigation, accompanied by Dr. Tarek Mohamed Ismail, Head of Public Relations and Media, Cairo Airport Company (CAC), Hossam Mohamed Soliman, Head of the Commercial Sector at Cairo Airport Company, and Osama Samir, Civil Aviation International Affairs Consultant. The two sides discussed bilateral relations and ways to develop them. The meeting also involved a discussion of a number of specialized topics in the civil aviation sector and the importance of exchanging experiences and knowledge to serve the future of aviation.

The meeting was also attended by representatives from the Dubai Civil Aviation Authority, Emirates Airlines, flydubai and the Dubai Air Navigation Services.

At the end of the meeting, His Excellency Mohammed Abdulla Ahli presented the Authority's commemorative shield to the visiting delegation.



DCAA supports Accessible Tourism Summit

The second edition of the Dubai Accessible Tourism International Summit (DATIS), held at the JW Marriott Marquis Hotel, was opened by His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority (DCAA), Chairman of Dubai Airports and President and Chief Executive of Emirates Airline and Group.

The event was attended by Her Excellency Hessa Buhumaid, Minister of Community Development, His Excellency Mohammed Abdulla Ahli, Director-General of DCAA and Abdul Rahim Al Mulla, Executive Director of the Corporate Support and Communication Sector at DCAA. Also present were DCAA officials including Saud Kankazar, Executive Director of the Air Transport and International Affairs Sector, Mohammed Nasser, Director of the Legal Affairs Office.

His Excellency Mohammed Abdulla Ahli said: "The DATIS highlighted the UAE's interest in empowering People of Determination and providing them with full care in the implementation of directives of our wise leadership. We are happy to support the Summit and work to achieve its lofty goals."

He underscored the importance of the DATIS recommendations and asserted that the implementation of these recommendations will contribute in making the UAE and Dubai at the top of the list of friendly destinations for People of Determination."

The Summit highlighted the importance of joint international cooperation to make services and facilities like airports, airlines, hotels, transportation and communication infrastructure, websites, shopping centers and other facilities friendly to People of Determination who account for about one billion across the world. This number is expected to double to two billion people in 2050, according to the World Health Organization (WHO). The Summit recommended 20 initiatives for smooth travel for tourists with disabilities. The UN World Tourism Organization (UNWTO) has commended the efforts of the UAE in promoting accessible tourism.

The Summit was organised to shed light on the challenges faced by about a billion people who have a certain type of need for assistance during their movement as residents, visitors or tourists in the cities of the world, and the need to strengthen legislation, laws, infrastructure and services that meet their needs and aspirations and their right to discover the world easily.





From rebound to recovery with confidence

For Dubai, year 2022 was dawned with great optimism and confidence in the backdrop of the fastest recovery from the Covid-19 pandemic and overall achievements. As His Highness Sheikh Mohammed bin Rashid Al Maktoum, UAE Vice President and Prime Minister and Dubai Ruler wrote: "As we bid farewell to a year full of achievements for the UAE, we welcome 2022 with confidence of the best to come."

True, the best is coming in the New Year and all indications are already in evidence that 2022 will be another year of distinction and precedence as envisaged by His Highness.

The aviation sector has once again proved its mettle as the engine of growth and the magnet to attract the world. For the sixth successive year since 2014, Dubai International Airport remained the world's busiest for international traffic by welcoming 86.4 million passengers in 2019, surpassing its closest rival London Heathrow. As many as 25.9 million passengers passed through the airport in 2020, which rose to 28.7 million in 2021.

Dubai International Airport is confident that passenger traffic is rebounding in 2022 after two years of global travel restrictions triggered by the 21st century's second pandemic. Dubai has the distinction of achieving the fastest recovery in the world with strong resilience power in terms of containing the pandemic, accelerated growth in all sectors, reopening borders, receiving international passengers, holding global events including opening the six-month mega trade show Expo 2020 Dubai and the strategically important Dubai Airshow. Now, operating at its full strength with the world's largest long-haul carrier Emirates and LCC Flydubai restoring their entire services, DXB is confident about gaining the business momentum giving out a strong message to the world that we can face the future with confidence and success.

On the economic front, Dubai's business conditions accelerated as easing travel restrictions and the Expo 2020 Dubai helped boost the city's key tourism industry. Dubai economy is expected to see sustained growth in 2022 supported by an expected increase in business activity in the tourism and retail sectors. Expo 2020 Dubai and the adjustment to the Monday-Friday work week is expected to improve the prospects of UAE trade and business with the rest of the world in the short to medium term.

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, said: "Despite the recent rise of the Omicron variant and the slight slowdown it brought to our network, we are going into 2022 with optimism. We've built up some great momentum this year and expect business growth to pick up speed in 2022."

"Aviation has always been resilient, and we will continue to work with our industry partners to build back better for our customers and communities. We're projecting more than 57 million for 2022 at the moment," he added.

In 2021, DXB has served 83 per cent of the destinations in 99 per cent of the countries it did pre-Covid-19 pandemic. The airport has 84 airline operating services and it moved closer to 100 per cent of its operations capacity in November-end 2021 when



Dubai Airports reopened Concourse A after 20 months of closure.

His Excellency Mohammed Abdulla Ahli, Director General of Dubai Civil Aviation Authority, said: "Dubai is on its way to achieving the pre-pandemic traffic of more than 1,500 aircraft movements daily. This will guide Dubai through a constantly evolving industry landscape and retain Dubai's title as the busiest, smartest and safest airport in the world in line with our leadership's encouragement to make Dubai the world's aviation hub."

Paul Griffiths, Chief Executive of Dubai Airports, said: "If we can see those numbers come through that solidly thus far, then that gives us a pretty strong case for optimism. Looking forward, we are confident of a steady and optimistic outlook."

He said traffic at the airport is starting to show real signs of recovery with visitors to the city through the airport — on a point to point basis — being above pre-Covid-19 levels.

All terminals, concourses, lounges, restaurants and retail outlets are now open at DXB. All the 526 check-in counters are back to full operations at the globe's fifth-busiest terminal by passenger interchange with the facility currently having the highest number of passengers per flight. DXB witnessed a recovery in airline traffic in 2021 with 142 destinations (61 per cent recovery) being served in 80 markets (85 per cent recovery) on 56 airlines (75 per cent recovery).

In May 2022, Al Maktoum International, the emirate's second hub for passengers since October-end 2013, will re-open after operations at the Dubai World Central (DWC) got shut down due to the pandemic.

Emirates, the world's largest long-haul carrier, is upbeat on 2022 growth as it expanded its network to 128 cities by December 2021 including a new route to Miami launched in July. At the end of 2021, all of EK's 133 Boeing 777 aircraft and nearly 60 of its A380 fleet are in active service.

Emirates SkyCargo will introduce two new Boeing 777 freighters into its fleet in 2022, and sign for the conversion of four Boeing 777-300ER passenger aircraft into full freighters, starting in early 2023.

The airline will retrofit 105 of its Boeing 777 and A380 aircraft with its Premium Economy cabin. The 18-month retrofit programme starts in 2022.

In terms of the airport retail segment that is highly dependent on footfall, DXB is seeing the average spending per passenger rising through the roof, though the volumes still not recovered fully.

Dubai Duty Free (DDF), with its annual sales exceeding AED3.56 billion in 2021-- more than 40 per cent than the 2020 turnover, has recalled its staff to reinstate them to their previous positions. It is targeting US$1.4 billion in sales in 2022. DDF Executive Vice Chairman and CEO, Colm McLoughlin, said: "Year 2022 will be defined by a stronger and broad-based recovery, with a better revenue stream, a better feeling in terms of the employees and some amount of redevelopment both in stores and in certain categories. Our industry has always been resilient. We are determined towards making DDF 're-success' again."

> **Emirates SkyCargo will introduce two new Boeing 777 freighters into its fleet in 2022**

Dubai's objective is to attract between 23 million and 25 million visitors a year by 2025. A report commissioned by the World Travel & Tourism Council (WTTC) shows the Middle East will lead the business travel recovery with a 49 per cent return to pre-Covid-19 levels by 2022.

Aviation 2022 outlook

How will be aviation industry be in 2022? According to IATA, the trade body for 290 airlines which accounts for 82 per cent of global air traffic, the net industry losses are expected to reduce to US$11.6 billion in 2022 after a US$51.8 billion loss in 2021. Net 2020 loss estimates have been revised to US$137.7 billion from US$126.4 billion.

Adding these up, total industry losses in 2020-2022 are expected to reach US$201 billion. Demand (measured in RPKs) is expected to rise to 61 per cent of 2019 levels in 2022.

Total passenger numbers are expected to reach 3.4 billion in 2022, similar to 2014 levels.

Robust demand for air cargo is expected to grow to 13.2 per cent above 2019 levels for 2022. The air cargo business is performing well and domestic travel will be near pre-crisis levels this year. " We are well past the deepest point of the crisis. While serious issues remain, the path to recovery is coming into view. Aviation is demonstrating its resilience yet again," remarked Willie Walsh, IATA's Director-General.

Enabling mobility and access to all and sundry



The Dubai Accessible Tourism International Summit (DATIS) gave the clarion call for global cooperation for inclusion of people of determination and highlighted the mobility and access needs of over one billion people with disabilities.

Tourism for Everyone
Dubai Accessible Tourism International Summit

Dubai once again demonstrated to the world that it has heart of caring all and sundry.

The second edition of Dubai Accessible Tourism International Summit (DATIS), held at JW Marriott Marquis Dubai on January 12, 2022, called for joint international cooperation to make service facilities such as airports, airlines, hotels, various means of transportation and communication, websites, shopping malls and other facilities and services friendly to People of Determination whose number is expected to double to 2 billion by 2050 from the current one billion.

The summit, with the theme Tourism for Everyone, was also intended to bring Accessible Tourism back to the fore after a debilitating pandemic that restricted travel all over the world.

The summit, attended by His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, President of Dubai Airports, Supreme President and CEO of Emirates Airlines and Group, recommended 20 measures for smooth travel for travellers of determination to face challenges faced by people of determination in terms of movement, residence and travel worldwide.

Sheikh Ahmed said: “The UAE is amongst the best and safest destinations in the world for tourism and living. Joint international action will help enhance the availability of accessible tourism for all.

DATIS was held with the objective to shed light on the challenges faced by about a billion people who have a certain type of need for assistance, during their movement as residents, visitors or tourists in the cities of the world, and the need to strengthen legislation, laws, infrastructure and services that meet their needs and aspirations and their right to discover the world easily.

The summit came in the wake of fast return to recovery of the travel and tourism sectors, after the catastrophic effects of Covid 19 on these two sectors worldwide, to discuss the challenges facing the industry at the present time and the lessons learned from the crisis, especially with regard to tourists of determination.

The summit was opened by Issam Kazim, CEO of Dubai Corporation for Tourism and Commerce Marketing, with a welcoming speech in which he said : “ Within the framework of the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President



and Prime Minister of the UAE and Ruler of Dubai, to make Dubai the best city in the world for living, work and visit, and the attention paid by our wise leadership to people of determination, many initiatives and steps have been taken that will enable everyone to enjoy distinctive experiences and tourism components that take into account all needs".

Helal Saeed Al Marri, Director General of Dubai's Department of Economy and Tourism (DET), said: "Collaborative efforts across the public and private sectors have prioritised the welfare of People of Determination, ensuring the provision of facilities and services that support their needs and enable them to enjoy the city's diverse range of offerings and attractions."

HE Mohammed Abdalla Ahli, Director General of Dubai Civil Aviation Authority, said: "Dubai provides tourist experiences that take into account all needs. Our wise and considerate leadership has given great consideration to people of determination, and we at Dubai Civil Aviation Authority, have great attention to provide all facilities and services to enable them smooth mobility and accessibility to lead their lives normally."

The presentations by international experts indicated that the volume of missed opportunities on the economy and global tourism, amounted to 142 billion euros annually as a result of the reluctance of millions of People of Determination to travel due to the lack of appropriate services and facilities in many cities of the world. The summit also stressed the need to adhere to Universal Design standards to accelerate the process of preparing cities to become more friendly and respond to the needs of people of determination in mobility and decent living.

The participants called for strengthening international cooperation to provide for the needs of people of determination while on the move, and the need to adopt smart solutions and provide professional staff to provide a smooth travel experience that meets the needs of different categories of physical, audio-visual disabilities and autistic children.

More than 20 speakers and experts from government and private agencies, in addition to representatives of IATA, Airports Council International, the World Tourism Organization and the World Health Organization, participated in the summit, which was held in both personal and visual formats . In addition to the participation of international experts in the field of transportation, global design and facilitated mobility . The conference also provided two training sessions on best practices in dealing with travelers and hotel guests.

In a special session moderated by Majid Al-Usaimi, President of the Asian Paralympic Committee, member of the International Paralympic Committee and Executive Director of the Dubai Club for People of Determination, in which a group of people of determination participated, the participants emphasized a number of challenges faced by people of determination in terms of movement, residence and travel worldwide. They stressed the importance of strengthening international cooperation to remove these challenges.

On the sidelines of the Summit launched "Village Support" programme in the sustainable city of Dubai, which is the largest



His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, President of Dubai Airports, Supreme President and CEO of Emirates Airlines and Group

"The UAE has placed the comfort and care of People of Determination as a core pillar of our community's wellbeing. In line with the vision of our leadership to be amongst the friendliest countries in the world for People of Determination we hosted the second edition of DATIS, to showcase how we have made our cities more accessible and enjoyable for millions of tourists with disabilities from around the world.

The Summit was an opportunity to meet like-minded leaders and experts from across the globe to share our insights, experiences and best practices and also help us further improve our cities and tourist facilities, including hotels, resorts, airports, transport services, shopping malls, beaches, parks and museums, to serve the requirements of tourists with disabilities from around the world and ensure they get the best possible services and experience in our country.

We will continue to lead global efforts towards facilitating accessible tourism and collaborate with international partners to adopt more innovative and smart solutions that will enable all the citizens of the world to travel freely and live a life without barriers."



rehabilitation center and educating owners of motivation in the world, a training program directed to the rehabilitation of workers in the airline and hotel facilities and sectors of tourism on how to deal with visitors with disorder, autism, in collaboration with the Dubai World Summit to facilitate the tourism of people of determination.

The summit was also attended by His Excellency Hessa Buhumaid, Minister of Community Development, His Excellency Awad Al Sagheer Al Ketbi, Director General of the Dubai Health Authority, His Excellency Ahmed Mahboob Musabih, Director General of Dubai Customs and CEO of Ports, Customs and Free Zone Corporation in Dubai, His Excellency Jamal Al Hai, Vice President of Dubai Airports, and a number of senior officials.

The Dubai Corporation for Tourism and Commerce Marketing, the Dubai Civil Aviation Authority, the Community Development Authority in Dubai, the Zayed Higher Organization, Fly Dubai and the JW Marriott Marquis Hotel were the sponsors of the summit which was organized by Nadd Al Sheba Public Relations and Event Management.

20 recommendations for smooth travel

A discussion session in which a number of people of determination participated shed light on the most important challenges facing millions of tourists of determination during their travel, noting that their recommendations to government and private stakeholders around the world include 20 recommendations for smooth travel without obstacles.

1. Providing professional staff who are skilled in dealing with travelers of determination with their various needs at check-in points, security checks, passports, and other points inside the airport facilities, and inviting staff to deal with travelers with special needs as ordinary travelers.

2. Provide guiding plates in sign language (indicative video) in the premises of airports to help travelers from the owners of motivation and guide them to the right area to complete the travel procedures.

3. Providing sign language interpreters at airports to assist passengers with hearing impairments.

4. Providing a special vehicle to check-in for passengers with mobility disabilities to enable them to enjoy the airport experience like any normal passenger, and to have the opportunity to roam the duty-free market and taste food and drinks in airport restaurants and cafes instead of placing them in a special lounge pending the time of their flight.

5. Providing inspection devices for



people of determination, especially (motor category) to avoid embarrassment and inconvenience that the traveler may be exposed to at some airports when he is removed from the wheelchair for security checks.

6. Providing a special mechanism that allows travelers of determination to collect their luggage quickly to avoid them waiting for a long time at the baggage claim area.

7. Providing close parking for people of determination at the arrivals area.

8. Generalizing the automated system to open the doors of toilets at airports to facilitate the entry process, especially for travelers with mobility disabilities, because the doors in some airports are heavy and require physical strength to open them.

9. Allocating a site for people of determination at airline reservation centers to facilitate the booking process, with the need to fulfill the services they requested to be provided on board the aircraft during the booking process.

10. Training the crews of tankers on how to deal with travelers of determination and granting them their rights stipulated in accordance with the laws of international institutions concerned with the transport and travel sector.

11. Providing a sufficient number of wheelchairs inside the cabin of the plane for use in transporting people of determination, as carriers usually provide only one chair, while more than one passenger with a mobility disability may be present on the same flight.

12. Allocating toilets inside the aircraft that are suitable for passengers with mobility disabilities, in terms of space and ability to move and rotate.

13. Provide sign language to explain safety instructions during flights.

14. Providing aircraft with the land line for passengers with visual disabilities and providing them with their own white cane, in addition to providing Braille language inside the aircraft within the movie screens.

15. Providing programs and series translated into sign language so that the traveler with hearing disabilities can enjoy watching them during the flight.

16. Providing (iPad) equipped to serve passengers with hearing disabilities, with the aim of facilitating the task of the flight attendant in serving passengers of this category.

17. Allocating seats with foldable handles to enable passengers of people of determination to move freely.

18. Design a kind of document to include the technical details of the equipment used by people with disability for easy identification and to provide help if needed.

19. Provide special friendly toilet facilities, especially in aircraft.

20. Ensure proper transportation from airport to their destinations and back.



Helal Saeed Al Marri, Director General of Dubai's Department of Economy and Tourism.

"Driven by the vision and leadership of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, the city has delivered on its promise to enhance the lives of People of Determination, further underlining the city's journey towards becoming the most preferred destination to visit, work and live in.

"Collaborative efforts across the public and private sectors have prioritised the welfare of People of Determination, ensuring the provision of facilities and services that support their needs and enable them to enjoy the city's diverse range of offerings and attractions, and participate in its year-round calendar of events and festivals."



Aviation and tourism trends you can expect in 2022

Though aviation and tourism suffered extensively since the coronavirus pandemic, the business landscape is improving and growth has picked up the lost pace. Two industry experts talk about the trends taking shape in 2022.

New variants do add risk, but won't lead to total aviation shut-down. The speed at which travel restrictions have been re-imposed following the new Omicron variant's discovery has been a blow to the aviation industry.

Geoff van Klaveren, Managing Director of Advisory at the London-based International Bureau of Aviation (IBA), has identified key trends across utilisation, fleets, orders, airlines, lessors and the environment.

Daniel Batchelor, Vice President of Global Corporate Communications & Social Responsibility at Amadeus, talks about trends that will shake up the travel space.

"We are optimistic that aviation is unlikely to return to the alarming position of 2020 when global passenger traffic was 70 per cent down on normal levels. Covid-19 hospitalisations in countries with high vaccination rates are now relatively low and unlikely to overwhelm healthcare systems.

As such, justifications for severe lockdowns and travel bans are receding. Provided Omicron does not cause a material rise in hospitalisations, the rational response would be to keep borders open. Global passenger demand will continue to recover in 2022 with occasional bumps along the way."

Covid-19 testing across borders will dent business travel.

The consensus indicates business travel will not return to pre-pandemic levels, largely thanks to the proliferation of conference calling systems like Zoom and Microsoft Teams. History shows us technology has made it easier for people to communicate in mass which in turn promotes more business deals. Essentially, video conferencing can facilitate business travel rather than reduce it. A big issue for business travel going into 2022 is the tighter border testing requirements.

LCCs will accelerate their market share gains

Low-Cost Carriers (LCCs) have been gaining market share globally, but we are seeing acceleration in this trend emerging from the pandemic. We have seen existing airlines and start-ups adopt the low-cost, long-haul model. In June 2021, we revealed over 130 start-up airlines planning to commence operations by the close of 2022.

This modest boom in start-ups has largely been driven by discounted operating costs and the availability of reasonably priced aircraft. Research revealed almost 40 per cent of these were to be based in Europe.

Aviation carbon emissions to gain greater focus

Commercial aviation only accounts for 2.4 per cent of global CO2 emissions in 2019. Most major airlines have now signed up to the plan for net-zero emissions by 2050. If ratified by ICAO in 2022, it will be a major step forward. Sustainable Aviation Fuel (SAF) is currently made from vegetable oil but will likely be made from waste in future. SAF is currently up to four times more expensive than Jet fuel, the consequence of which is a likely impact on consumers. Fuel costs for airlines will rise as airlines transition to SAF. On a global level, this will mean a slower rate of growth. The reliance of low-cost, long-haul airlines on stimulating the market through low prices will find these circumstances tougher. The need for the industry to monitor and report emissions will become even more important.

Deferred aircraft orders will unwind

We expect a great deal of action from the OEMs in 2022 as supply chain bottlenecks clear and deferred orders are re-adjusted to respond to rapidly increasing demand. By the end of 2022, Airbus will be close to 2016 levels (688), gradually building back and beyond 2019 levels by 2025. Boeing has ample ground to recover for the 737 MAX program with China satisfied with the changes to the aircraft. Boeing will strive to get back to 2019 delivery levels by 2025 to not lose any further ground to the competition. The large-scale parking up of aircraft fleets in 2021 certainly triggered unprecedented order deferrals, but those pushed beyond 2025 are being adjusted forward. Fleet modernisation gathers pace in favour of larger narrow-bodies.

New aircraft leasing companies will emerge

With the emergence of the "super lessor", we may see larger differences emerge amongst the traditional top 10 as pricing advantage and market influence comes with size. Creating new lessors does nothing to help stabilise lease rates which remain low owing to a mix of cheap capital and too many lessors competing. There are several other lessors partially or wholly up for sale. These are ranged from medium-sized lessors to large lessors who feel that buying in the secondary market is more profitable than buying directly from the OEMs. In 2022, several lessors will disappear as they become part of other groups, and new lessors will emerge. These will be fronted by experienced professionals looking to combine assets sold down from mergers and growing sale and leaseback activity.

More operators will emerge from Chapter 11 proceedings

The Covid-19 crisis has seen more than its fair share of distressed operators. However, the body count remained lower than it should have been, largely thanks to government bailouts. Some of those who sought protection have already exited whilst others like LATAM and Aeromexico are expected to follow Avianca's footsteps in early 2022. Overall, airlines will find themselves operating leaner business models with less staff, fewer aircraft and more debts to worry about. 2022 should hopefully see better things from household names like SAA, Thai and Philippine Airlines as they emerge from severe restructuring actions providing extreme government restrictions do not continue.



Travel trends continue to grow

There's no time like the present to make that trip of a lifetime. Whether the dream is to finally sail around the world or take that long-haul trip to visit relatives on another continent, in 2022 many people will finally book those meaningful, once-in-a-lifetime trips. Amadeus is seeing substantial increases in searches for travel to epic destinations or experiences. The signs suggest this trend will continue to grow. Caught up in the urge to live in the moment, travellers are making their travel dreams come true: whether they're staying close to home and biking across the country or visiting iconic places in far-flung destinations.

Business Travel is ready for take-off

The way we work has changed, and so will business travel. The pandemic forced millions of people to work from home but productivity remained consistent, and employers have noticed. Nearly 40 per cent of the US workforce can now work from anywhere, and in other countries, that number is even higher. Amadeus is implementing a hybrid working model globally to balance employee flexibility with business needs. Videoconferencing works well, but nothing replaces a face-to-face meeting. Our data strongly supports business travel is on people's minds, with 72 per cent of business travellers eager to travel in 2022. Best-in-class employers are taking a fresh look at their travel policies and looking for ways to make travel less stressful and more efficient with expense-free mobile travel payments. Four in five business travellers are prepared to board an aeroplane for work right now, provided safety measures are in place. Businesses are looking for new ways to attract and retain talent.



Big technology leap key to reach net-zero emission goal

Airlines have committed to achieving net-zero carbon emissions in their operations by 2050. Here is a timeline and milestones on the run-up to that ambitious target.

The airline industry has now formally committed to a target of 'net zero' carbon emissions by 2050. Aircraft manufacturer Boeing and Airbus will have to develop dramatically new airplane designs.

For the flying public, all outcomes point to an increase in the cost of flying. Under pressure, major airlines have firmly committed to one key technology that will dominate aviation's environmental push in the coming decade - Sustainable Aviation Fuel (SAF). To hit its net zero emissions target, IATA wants 65 per cent of all aviation fuel is SAF by 2050.

SAF, compared with fossil kerosene, means a reduction in carbon emissions of 70 per cent to almost 100 per cent. SAF has drawbacks like high prices and supply concerns. The fuel use currently stands at less than one per cent of total consumed jet fuel.

Airbus is already aggressively pursuing research to develop by 2035 a zero-emission, short-haul airliner powered with hydrogen. Boeing contends hydrogen-powered aircraft won't be realistic until as late as 2050.

After the airlines announced the new 'net zero by 2050' goal at the 17th annual general meeting of the International Air Transport Association (IATA) in October 2021, its Director-General Willie Walsh demanded a big technology leap from Airbus and Boeing. "To get to net zero we're going to need a fundamental change."

The latest definitive scientific study estimates that aviation contributes a net 3.5 per cent of total human-induced climate impact. Boeing projects the world's fleet of airliners doubling by 2040, driven by growth in emerging economies. The new industry target will take a combination of SAF, radical airframe designs, cutting edge propulsion methods, efficiency gains, carbon capture technology, and offsetting. If the industry carried on flying as it is today—a business-as-usual

approach—by 2050 it would have emitted approximately 21.2 gigatons of CO2.

Until 2026, only flights between countries that volunteer to participate in CORSIA will be subject to offsetting requirements. To date, 107 countries have volunteered to join CORSIA for 2022, representing about 77 per cent of all international aviation activity.

By 2027, virtually all international flights will be subject to mandatory offsetting requirements, covering more than 90 per cent of all international aviation activity. Exceptions include developing countries and small island states. Over 9,000 aircraft have been retrofitted, saving over 100 million tonnes of CO2 since 2000.

The aviation industry's CO2 is now rising four times faster than its already scorching pace in previous decades. The burning of jet fuel is increasing by an additional 44 million litres every day — an additional 16,000 million extra litres each year. At current rates, the aviation industry will soon be dumping a billion tonnes of CO2 per year into our atmosphere. That exceeds the combined emissions of 135 nations. About 80 per cent of aviation CO2 is emitted from flights over 1,500 kilometres in length. Now, the airlines have increased their fossil jet fuel purchases by 10,000 times as much. Fossil jet fuel use is now rising more every four hours (10 million litres plus) than bio-jet has managed to do in a decade (seven million litres plus).

Global civil aviation emitted 815 metric tonnes of CO2 in 2016 which constituted 2.5 per cent of global energy-related CO2 emissions. There are also non-CO2-effects from civil aviation, principally emissions of nitrogen oxides, contrails and aviation-induced cirrus clouds. The climate impact from air travel increased by 40 per cent between 1990 and 2010 and continues to grow. It has been projected the aviation industry's share of global emissions would rise to 22 per cent by 2050 if no new radical technologies or policies are introduced.

According to the Intergovernmental Panel on Climate Change (IPCC), total global greenhouse gas (GHG) emissions must decrease by around 60 per cent by 2050 for a credible chance of meeting the two-degree climate target. The target set by the air transport industry to reduce total CO2 emissions by 50 per cent by 2050 compared to 2005 is roughly in line with the IPCC estimates.

The International Civil Aviation Organization (ICAO), in 2016, reached an agreement to implement a global Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) system which stipulates airlines are obliged to offset their increases in emissions after 2020 by purchasing credits from projects that reduce emissions outside the aviation sector.

In addition, there are some national and regional policy instruments like the European Union Emission Trading System (EU ETS) which covers CO2 emissions but not non-CO2 emissions, from intra-EU flights. That way, global GHG emissions from aviation are likely to continue to grow even after the implementation of the policy instruments. With CORSIA not being fully implemented until 2027, there is little hope of more radical international policy instruments getting implemented. In an analysis in January 2020, it was reported the global aviation industry has started burning jet fuel like there is no tomorrow.





DDF sales up 40 per cent in 2021

Dubai Duty Free (DDF) has reported annual sales of AED3.56 billion (US$976 million) in 2021, a 40 per cent growth compared to the previous year. The airport retailer recorded nine million sales transactions throughout the year, averaging 25,000 sales transactions per day, while over 26 million units of merchandise were sold.

"Overall, it has been a very good year for the operation despite the challenges of the pandemic," Colm McLoughlin, DDF's Executive Vice Chairman and CEO.

Sales of perfumes reached AED698 million and accounted for 19.59 per cent of the total annual sales. With sales of AED290 million, gold accounted for eight per cent of the total revenues.

Electronics clocked sales of AED278 million, contributing 7.8 per cent to the total annual sales. Online sales accounted for five per cent of the overall sales tally for 2021 and reached AED177 million. Sales in departures across the operation reached AED2.9 billion and represented 84 per cent of total annual sales, while arrivals sales reached AED373 million, 10 per cent of total annual sales. The company's annual forecast of AED5.1 billion in 2022 assumes a moderation in spending per passenger.

Source: Press Release

DAE signs 200 lease agreements in 2021

Dubai Aerospace Enterprises (DAE) has acquired 41 aircraft and signed 200 lease transactions in 2021 compared with 125 in the previous year. The state-owned aircraft lessor has in its fleet a total of 425 aircraft. During the year, it sold a total of 30 aircraft of which 20 were owned and 10 managed.

The 15-year-old global aviation services organisation said its owned fleet portfolio contracted 99.3 per cent for 2021 and it had indulged in open market bond repurchases worth US$3 million while its share repurchases soared to US$150 million. It had signed four new servicing agreements covering seven aircraft catering to 112 customers from 54 countries.

In June 2021, one of the world's biggest aircraft leasing companies sold US$1 billion in bonds due in August 2024 as it tapped the international debt markets for the second time that year. DAE will use the bonds for general corporate purposes.

Source: Gulf News



DXB beats London to remain world's busiest airport

Dubai International Airport (DXB) has retained its position as the world's busiest in December, with over one million more seats than the next busiest, London Heathrow, according to aviation consultancy OAG.

Fewer European airports made it to OAG's top 10 for December, down to six from eight in November, but the rankings remain relatively unchanged except Frankfurt which dropped from fifth to sixth busiest. Dublin dropped out of the list after being replaced by Miami in 10th place. Dubai's passenger capacity rose 15 per cent month-over-month to roughly 3.5 million seats in December as UAE welcomes thousands of visitors during its peak tourist season.



Following the opening of the final phase of Concourse A Terminal 3, the world's busiest international airport is 100 per cent operational. Visitors to Dubai exceeded one million during October.

DXB reached the important milestone of one million passengers per week in November, with origin-destination passengers reaching 94 per cent of pre-pandemic levels.

Source: OAG Report

Emirates rated the world's safest airline

Emirates, the world's largest long-haul carrier, has been rated the world's safest airline for the second consecutive year, with a risk index of 95 per cent.

The airline came out on top in a study of 25 airlines conducted by the Hamburg-based Jet Airliner Crash Data Evaluation Centre (JACDEC). It named KLM the second safest airline with a score of 93.31 per cent. JetBlue and Delta Air Lines were rated third and fourth, respectively, while easyJet made it to the fifth position.

In the Gulf region, Etihad Airways topped the list. For the first time, JACDEC also published regional rankings, which compare the world's largest airlines within one of four regions. In Europe, KLM, Finnair, Air Europa, Transavia, easyJet and Norwegian were rated the safest airlines on the continent. The regional categories were created due to the changed size ratios, which shifted in favour of airlines with strong domestic markets such as China and the US. The JACDEC Safety Report offers unique knowledge about all safety aspects of airlines of interest.

Source: Khaleej Times



Dubai leads MENA region in global engagement levels

Dubai topped the Middle East and North Africa (MENA) region in the 2021 Global Cities Index, according to a report by Kearney.

It also climbed four places to rank 23rd among 156 global cities. It is the only MENA city to be ranked in the top 30 on the Global Cities Index 2021. The index measures the global engagement of 156 cities across five categories – business activity, human capital, information exchange, cultural experience and political engagement.

"In the region, Gulf economies, particularly the UAE and Saudi Arabia, are poised to lead the regional recovery, supported by the accelerated efforts of their governments," said Antoine Nasr, Partner and Government Practice Leader at Kearney Middle East.

Abu Dhabi and Dubai led the Middle East region in a separate global ranking of smart cities, outpacing advanced urban centres such as Tokyo and Beijing in the use of technology to improve the quality of life for residents. Dubai was also ranked fourth globally in the cultural experience category on the Kearney index, reflecting the city's relatively early reopening to international travellers.

Source: AT Kearney Report



EK tops best brands ranking for the fifth year

Emirates, the world's biggest long-haul airline, topped YouGov's Best Brand Rankings in the UAE for the fifth consecutive year amid a steady recovery by the Dubai-based carrier and the overall aviation industry.

YouGov is a British international Internet-based market research and data analytics firm with operations in Europe, North America, the Middle East and Asia-Pacific. The airline scored 58.1 – well ahead of the next best brand – on the annual list, which is based on an index score that measures the overall brand health calculated by taking the average of the impression, quality, value, satisfaction, recommend and reputation scores of a company for the full year. "Despite the flight restrictions in place for an extended period, the airline maintains its strong perceptions among UAE residents, allowing it to maintain first rank," YouGov said.

The annual rankings show the brands with the highest average index scores between October 1, 2020, and September 30, 2021. Despite the flight restrictions in place for an extended period, the airline maintains its strong perceptions among UAE residents, allowing it to maintain the first rank.

Source: The National



74 European airports have flights to DXB

Europe to Dubai is an enormously important market not just for transit passengers but increasingly for tourism, including from Russia. In January 2022, 74 European airports have non-stop or one-stop flights involving 29 airlines.

The B777-300ER remains the leading aircraft, closely followed by the A380. The A380 has almost three in every ten flights between Europe and Dubai.

According to schedules information available via the aviation data provider Cirium, the 74 airports include those in Turkey and European Russia and all but one is served non-stop. About 29 airlines are scheduled to serve Dubai from Europe, with approximately 3,215 departures across the month. With over one in every two flights (51.8 per cent), it is mainly about Emirates. If its narrow-body partner flydubai is included, the pair has seven in every ten flights (71.6 per cent). Next are Aeroflot (3.5 per cent), Turkish Airlines (3.3 per cent) and Wizz Air Hungary (2.6 per cent).

Source: Simple Flying



UAE ranks fourth in Global Connectedness Index

In the 10th edition of the DHL Global Connectedness Index that establishes strong links between global connectedness and prosperity, the UAE is among the five countries along with Mexico, The Netherlands, Sierra Leone and Vietnam which have stood out for their strong or rising connectedness over the past two decades. DHL and the New York University's Stern School of Business released the 2021 Index that also analysed the impact of the coronavirus pandemic on globalization and international flows of trade, capital, information and people.

The UAE's pre-eminent position as the most globalised nation in the region is an outcome of economic development strategies that aggressively pursued growth via globalization, strongly supported by the private sector and public, says Amadou Diallo, CEO of DHL Global Forwarding Middle East & Africa. The DHL Global Connectedness Index encompasses more than 3.5 million data points on country-to-country flows over the period from 2001 to 2020.

Source: DHL Press Release

PIA starts Sialkot-Dubai operations

Pakistan International Airlines (PIA) has commenced its operation from Sialkot to Dubai scheduling two flights a week. PIA is now operating twice a week flights from Sialkot to Dubai and has 31 flights per week to Dubai from different cities of Pakistan. Emirates Airlines continues its passenger services to five cities including Karachi, Lahore, Islamabad, Peshawar and Sialkot.

Budget carrier flydubai started operating in Pakistan in 2010 with the launch of flights to Karachi and now operates to five points in Pakistan including Faisalabad, Multan, Quetta and Sialkot.

A total of 157,000 seats are available on the Karachi-Dubai route during December, according to OAG data. Karachi-Dubai route is the ninth busiest in the world in December 2021.



PIA serves 19 domestic and 24 international destinations in 16 countries across Asia, the Middle East, Europe and North America. Jeddah, Medina, Riyadh, Dammam, Dubai, Tokyo, Kuala Lumpur, Barcelona and Milan are major focused cities for the airline, with flights from Islamabad, Karachi, Lahore, Peshawar, Multan, Sialkot and Faisalabad.

Source: The News International

KSA to transfer 22 airports to GACA subsidiary

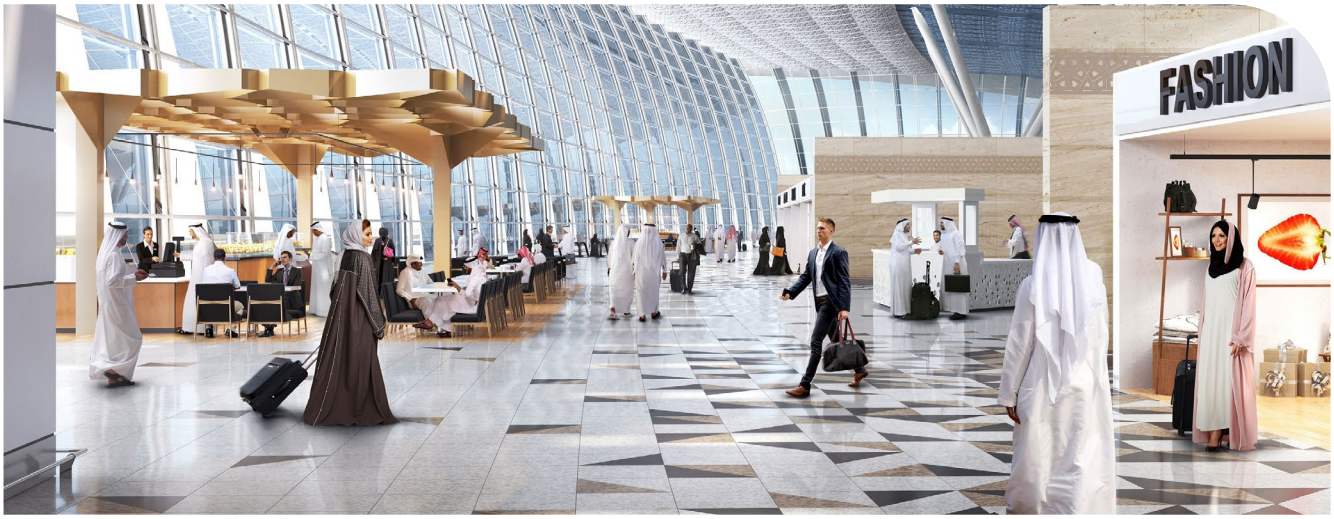
As privation is proceeding in rapid pace, the General Authority of Civil Aviation (GACA) will transfer all the 22 airports in Saudi Arabia to the Matarat Holding Company, a subsidiary of GACA, during 2022.

There are a total of 35 international, regional and local airports in the Kingdom. "Privatization is being implemented vigorously in the Kingdom as we have put Abha airport on the path of privatization and it is in the final technical and economic studies. Similar is the case of Taif and Qassim airports, all of which are among the projects proposed for privatization," according to the GACA.

As per the government directive, GACA will be transformed into a legislator and regulator, and all the construction, operation and management works will be referred to the Matarat, and then it will be transferred to the Public Investment Fund.

Matarat has been forging the transformation of the airports industry. Over 100 million passengers passed through the Saudi airports in 2018. The UAE topped the destination list for international passenger traffic. GACA is developing airport facilities and infrastructure to meet the objectives of the Kingdom's Vision 2030 reform plan, and raise its contribution to the Saudi economy and gross domestic product.

Source: Saudi Gazette



Oman and EU sign liberalised air traffic pact

Oman has signed a Comprehensive Air Transport agreement with the European Union (EU) and its Member-States signalling the Sultanate's ambitions for a more liberalised air traffic accord with the European Union.

The agreement strengthens both parties' commitment to fair access to markets for Oman and all EU states and is an important first step in a planned five-year implementation leading up to a fully formalised Open Skies accord. Oman holds bilateral third and fourth air freedom rights with several EU member-states including France, Germany and Italy.



The Comprehensive Air Transport Agreement paves the way for Oman to increase flight frequencies on existing European routes and add other European destinations for the national carrier Oman Air and Salam Air. Reciprocally, the Agreement will allow EU airlines to fly to all Omani airports from their home country or any other EU state. Currently, Air France and KLM are the only EU airlines that fly direct to Muscat. The deal effectively aims to ease market access to Oman for more EU airlines.

Source: Times of Oman

ME to see record US airlines schedule in summer 2022

Summer 2022 is set to have more seats between the US and the Middle East than any other summer. There will be even more flights, reflecting smaller aircraft being used. About 53 non-stop and one-stop routes will operate across 10 airlines. Doha has added the most seats, followed by Tel Aviv. About 7.4 million seats are scheduled between the US and the Middle East in 2022, based on schedule submissions to OAG. That's 11.4 per cent higher than in summer 2019.

There are over 23,000 round-trip flights planned. Delta will begin a three-weekly Boston-Tel Aviv service from May 26. American Airlines has added routes from Tel Aviv to Dallas (taking off on March 6), Miami, and New York JFK. It will also begin a once-daily service from JFK to Doha beginning June 4. United begins Washington to Amman from May 5.

It has also added Chicago to Tel Aviv and has more seats for sale from Newark and Dulles to Tel Aviv. El Al is to start Chicago on March 27 and has grown other routes, while Delta will launch Boston to Tel Aviv from May 26. Qatar Airways has added San Francisco and Seattle and more flights on most other US routes.

Source: SimpleFlying.com

Jazeera launches first-ever route to Kazakhstan

Jazeera Airways has started for the first time flight to the largest city in Kazakhstan, Almaty. This marks the first ever route to be operated between Kuwait and Kazakhstan, supporting high demand for new tourist destinations as well as trade opportunities between the two countries. Jazeera Airways flies to Almaty twice a week, leaving Kuwait on Wednesdays and Sundays.

The airline has been on an impressive growth streak. Founded in April 2004 as the Middle East's first non-government owned airline, the budget carrier connects the region with its fleet of Airbus A320 jets. In December 2021, Jazeera Airways took delivery of its ninth Airbus A320neo.

It started operations in 2005 with just one Airbus A320. By 2008, it operated a total of eight aircraft. It now has 17 aircraft in its fleet-all of which are Airbus A320s. At the Dubai Airshow 2021, it signed a MoU with Airbus for 20 A320neos and eight A321neos.

Source: Kuwait Times





Saudi permits PIA to operate weekly 48 flights

Saudi aviation authorities have given Pakistan International Airlines (PIA) permission to operate an increased number of flights to the Kingdom. This will enable the national flag carrier to operating 48 flights weekly between different destinations of the two Islamic countries.

The number of flights had been increased from 33 to 48. Eight flights each would be operated to Dammam and Madina, nine to Riyadh, and 23 to Jeddah, aimed at taking maximum overseas Pakistanis back to their workplaces after the ease of coronavirus pandemic related restrictions.

Pakistan authorities said they will get permission for more flights from the Saudis if needed. From December 1 last year, Saudi Arabia allowed direct flights from Pakistan to operate 35 flights weekly to the kingdom. This came after the authorities withdrew a ban on flights from six countries — Pakistan, India, Indonesia, Egypt, Brazil and Vietnam.

Source: Gulf News

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Emirates recovery continuing into 2022

Emirates Airlines, the world's largest long-haul carrier, is confident about its recovery continuing into 2022. EK has seen a substantial recovery throughout 2021. It has already brought half of its fleet of A320 back in the skies alongside the entire Boeing 777 fleet comprised of 133 aircraft. This has allowed the airline to rebuild its network to 128 cities.

The airline has curtailed its network slightly. It has suspended flights to several countries in Africa over the variant. Routes to other countries with a high circulation of the variant like the UK remain open. His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of DCAA, Chairman of Dubai Airports and Chairman and Chief Executive to Emirates Airline and Group remarked: "Despite the recent rise of the Omicron variant and the slight slowdown it brought to our network, we are going into 2022 with optimism.

We've built up some great momentum this year and expect business growth pick up speed in 2022. "Aviation has always been resilient, and we will continue to work with our industry partners to build back better for our customers and communities."

Source: SimpleFlying.com

India's Jet Airways to restart in Q1 2022

The new owners of India's Jet Airways have plans to infuse additional funds into the airline than committed billion of rupees to start operations in Q1 2022.

Ankit Jalan of Jalan-Kalrock consortium said: "We had envisioned infusing Rs 3.50 billion in the first six months. This was our commitment in the plan. We see that it is fast-tracked as we realised that to rebuild an airline, we would need more than that." The consortium had to infuse over Rs 6 billion in one year with the first tranche of Rs 3.50 billion in the first six months. However, it plans to now invest up to Rs 6 billion in six months. "We may pump in $100-200 million. While this is just an estimate, it depends on how the market dynamics change because of the pandemic," he said.

Source: The Hindu Business Line.

Air India flies the world's s highest route

After setting a record of flying non-stop San Francisco-Bengaluru flight over the North Pole, an Air India pilot has flown over the 'Hindu Kush' mountain range, one of the world's highest routes for North America and Europe operations to cut flight time and save fuel.

Air India's Toronto to Delhi flight operated on the route with four pilots over the Hindu Kush due to the closure of war-ravaged Afghanistan's airspace.

Air India, now owned by Tata Group, operates flights from India to the Western countries through the Hindu Kush route. to the closure of airspace, Indian carriers spent 9.5 hours from Delhi to Heathrow (London) via southern Pakistan. After using Hindu Kush Himalayan range route, Air India could save one hour and 2.5 tonnes of fuel.

The flight time was 8.5 hours. The Hindu Kush route means soaring over Tirich Mir (25,525 feet), the world's highest peak outside the Himalaya-Karakoram range. The Boing 777 can fly to a maximum altitude of over 30,000 feet fully loaded with passengers and fuel, and over 35,000 feet with the Boeing-787 Dreamliner.

Source: Zee News





AirAsia to be renamed Capital A

AirAsia Group has unveiled plan to change its name to Capital A. The decision is in line of its thinking that the name should reflect its business portfolio that stretches beyond its core airlines to cargo delivery and financial technology. The name change has been approved by the Companies Commission of Malaysia.

The operator of Malaysia's flagship budget airline says the proposed name is now subject to approval by its shareholders at the extraordinary general meeting to be held virtually on January 27. Shareholders attending the virtual conference will vote on the name change. AirAsia is the largest airline in Malaysia by fleet size and destinations. The AirAsia Group operates scheduled domestic and international flights to over165 destinations in 25 countries. The Group also has a low-cost long-haul airline called AirAsia X that flies to 29 global destinations with its fleet of 18 Airbus A330-300 aircraft.

AirAsia Group, controlled by Malaysian tycoons Tony Fernandes and Kamarudin Meranun, expects a strong rebound in air travel across Southeast Asia in 2022 as the cash-strapped budget carrier raises US$233 million from a rights issue. In December 2021, it launched a parcel delivery service to tap the e-commerce boom across Southeast Asia. Fernandes and Kamarudin took over AirAsia in 2001 to build an LCC that would make air travel affordable.

Source: Nikkei Asia

ANA the timeliest global airline in 2021

Japan's All Nippon Airways (ANA) had been the timeliest global airline in the world for the second half of 2021, according to flight data provider Cirium. It declared Delta as the world's best airline for overall operational excellence. The ANA network recorded an on-time performance of 95.04 per cent from June 1 through December 20, 2021.

Cirium defines on-time flights as those that arrive within 15 minutes of schedule. The company typically tracks on-time performance for the entire year but paused tracking due to the pandemic and only resumed beginning in June 2021.

ANA was followed closely among global carriers by Japan Airlines (JAL), which recorded a 94.13 per cent on-time performance. Russia's Aeroflot was third, arriving within 15 minutes of schedule 91.05 per cent of the time. Cirium considers the top 10 per cent of passenger airlines in terms of size for the global category. Airlines must also serve at least three global regions.

Source: TravelWeekly.com

Four US airlines get 4-Star Covid-19 Safety Rating

Four major US airlines have all been certified with the 4-Star Covid-19 Airline Safety Rating. Alaska Airlines, American Airlines, JetBlue Airways and United Airlines have all received the rating following the latest evaluations carried out by Skytrax audit teams in December 2021.

The Skytrax Covid-19 Airline Safety Rating is a trusted assessment and certification of airline hygiene and safety measures during the coronavirus pandemic, based on detailed, professional investigation of the standards being provided by an airline, both at the airport and on-board flights. It was the world's first Covid-19 Safety Accreditation for the airline industry, regarded as a global benchmark for defining safe travel assurance for customers, with complex analysis of the hygiene improvement procedures and systems introduced by airlines.

Source: Skytraxrating.com



Indonesia to build airport to rival Changi

A $6 billion plan to turn an Indonesian airport into a regional hub rivalling Singapore and Kuala Lumpur has been unveiled. Indonesia's state-owned airport operator and an Indian-led consortium have proposed transforming Kualanamu International Airport in North Sumatra province into one of the region's busiest airports with 50 million passengers every year.

Under the plan by Angkasa Pura II and GMR Airports Consortium, the airport would see passenger numbers rise five-fold compared with pre-pandemic levels to rival Kuala Lumpur International Airport and Changi of Singapore.

GMR Airports Consortium, which is made up of Indian-owned GMR Group and French Aeroports de Paris group, has pledged an initial investment of US$3.9 billion as part of a 25-year contract to develop the airport, with the remainder to come from the Indonesian side. GMR Group operates Delhi's Indira Gandhi International Airport and Hyderabad International Airport in India and has contracts to develop airports in Greece and the Philippines.

Source: India Infoline





South Korea invests in new Polish Airport

The Polish government announced it will build a new airport in the capital city of Warsaw with South Korea's Incheon International Airport Corporation (IIAC) investing in the project.

The new airport is the part of Central Transportation Port (CPK) project. CPK is the biggest infrastructure investment in the country and will consist of airport and railway facilities. The new airport will be located in central Poland, 45 kilometres southwest of Warsaw and will cost about US$8.346 billion.

The new airport will cover 3,000 hectares and is expected to be completed by the end of 2027, handling 45 million passengers every year in the first phase. Its capacity could reach 100 million in the future. Warsaw owns Chopin Airport that already hits its maximum capacity and will be replaced by the new airport.

The 87-year-old airport has handled almost 19 million passengers in 2019. Under the agreement, IIAC will invest the CPK project and participate to build and co-manage the air travel section.

Kuwait International Airport's consignment operation is one of its on-going projects. In 2019, LOT Polish Airlines made history to carry over 10 million passengers in a single year.

Source: Airline Geeks.com

India plans to build 220 airports in five years

India, the world's second-populous country, has plans to increase number of airports from 138 to 220 in next five years. India claims its civil aviation industry is moving from being nascent to growth phase and progressing very rapidly in aircraft manufacturing.

India is working on a plan to increase the number of airports from 138 to 220 in the next four to five years as building infrastructure in the aviation sector is crucial for the government. Six civilian aircraft are under production with the own funding of manufacturers. India is also producing 19-seater light transport aircraft to give a new impetus to regional transport.

Under a scheme, India is working on providing connectivity between smaller cities and large metros along with building 63 airports, heliports and aerodromes. The country has almost doubled the number of airports in previous seven years, growing from 74 airports, prior to 2014, to 138 airports now. India is planning to invest US$3.3 billion over five years for expansion of airports.

Source: The Print

Denver airport ends 2021 as world's third-busiest

The largest airport in the Colorado has ended another tough travel year with a good recovery. The Denver International Airport has been ranked the world's third-busiest airport through the end of the year 2021 after the Covid-19 related travel issues had damaged the global travel industry. Only the Atlanta and Dallas-Fort Worth international airports had more passenger traffic throughout the year.



Denver's yearly travel throughput has still not reached pre-pandemic levels. It ended the year about 15 per cent lower than 2019. Denver's largest carrier in terms of total flights and destinations is United Airlines. Denver has been the key to the carrier's recovery thanks to a strong domestic schedule that has seen an increase throughout the summer and fall.

Denver is United's fastest-growing and largest hub right now. With more than 60,000 United Airlines customers a day, aeroplanes are full at DIA. Southwest Airlines is says Denver is its largest and busiest operation. Frontier Airlines said it is looking forward to a robust holiday travel season and has added new destinations. All three airlines says they are expanding at the airport in the Mile High City.

Source: Fox 31

3,075 US airports to get $2.89 bn for development

The US Federal Aviation Administration (FAA) will award US$2.89 billion in fiscal 2022 to 3,075 airports under a new US$1 trillion infrastructure bill signed into law. The law provides US$15 billion over five years for airport-related projects under the existing Airport Improvement Grant and Passenger Facility Charge programs. The money can be invested in runways, taxiways, safety and sustainability, terminal, airport-transit connections, and roadway projects. The Bipartisan Infrastructure Law is a once-in-a-generation opportunity to build safer and more sustainable airports that connect individuals to jobs and communities to the world.



With this new funding, urban, regional and rural airports across the country now can get to work on projects that have waited for years, modernizing their infrastructure and building a better America. The infrastructure law has US$25 billion for aviation including US$15 billion nationwide in formula funding for airport development grants based on passengers. There is also a US$5-billion grant program nationally for airport terminal and landside improvements, and US$5 billion for FAA towers and facilities funding.

Source: Reuters

European groups protest proposed ATC charges

Air traffic control charges are set to rise steeply in Europe from 2023 as a measure to cover losses by the Air Navigation Service Providers (ANSP).

Aircraft operators flying in European airspace will face higher ATC charges to cover up to €5.4 billion in Covid-19-related losses by ANSPs.

Five leading airline and business aviation trade groups have protested the EU decision to require ANSPs to compensate for their deficits through higher charges.

A4E, the European Regions Airline Association, the European Business Aviation Association, the European Helicopter Association, and the International Aircraft Owners and Pilots Association rejected the EC's recommendation that they should take the long-term effect of Covid-19 on airspace users into account when setting revised financial performance targets for ANSPs. The groups maintained that European airlines are not expected to recover financially until at least 2024.

The aviation groups argue EU member states should have used their governments' Covid-19 recovery plans as well as other funds or regulatory mechanisms, to cover all or part of the shortfall in ANSP revenues.

Source: AIN Online





AV technology for efficient, flexible remote ATC

Traditional manned Air Traffic Control (ATC) towers are steadily being replaced with digital and remotely monitored facilities. More and more ATC towers are being transformed into digital and remotely monitored sites. They are creating opportunities for AV firms with expertise in video surveillance, command-and-control (C&C) centres and other applications. At the London City Airport, all flights are now handled by a remote tower 115 kilometres away in Swanwick. Sixteen HD cameras capture a live, 360-degree view of the airfield and fed over fibre to the C&C room at National Air Traffic Services (NATS) that provides ATC services in the UK and other EMEA countries. Radar and an audio feed from the airfield provide NATS controllers with additional information.

Source: Innavate News

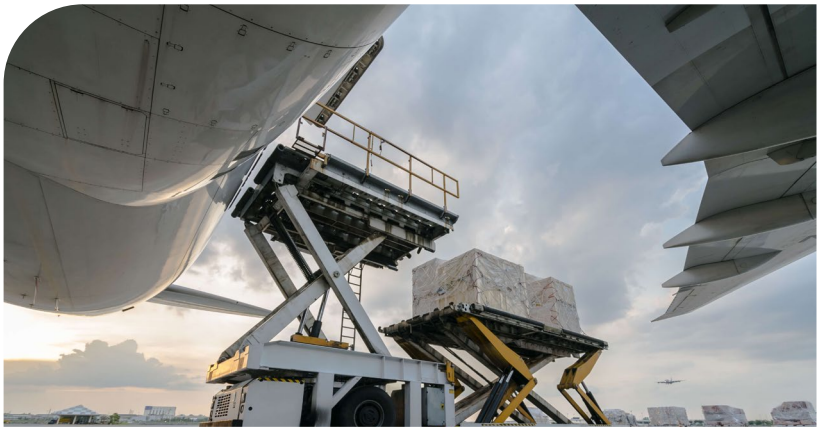
EC asked to speed up Single European Sky plan

Airlines for Europe (A4E) has asked Europe to refocus efforts toward implementing the Single European Sky (SES) 2+ regulatory proposal. The European Commission's failure in 2021, it says, has hardly made any significant regulatory updates, undermining pledges by the aviation sector to deliver on its 2030 and 2050 de-carbonization targets. EU member states continue to resist prioritizing emissions reductions over their own "national sovereignty and influence. The Single European Sky is a short-term, low-cost way to reduce aviation emissions.

The European Commission's Directorate-General for Mobility and Transport (DG MOVE) has sought to compel ANSPs and airlines to operate more fuel-efficient routes as it aims for up to a 10 per cent reduction in carbon emissions based solely on ATM improvements.

DG MOVE called for stronger political leadership and legally enforceable measures to compel the industry to achieve a significant improvement in operational efficiency. By 2037, passenger traffic in Europe will touch 520 million.

Source: AIN Online.com



IATA outlines the challenges to cargo business

IATA's new Head of Cargo Brendan Sullivan says the global airlines body will concentrate on safety and security, digitalisation and sustainability in the coming years. Aviation safety and security are always the number one priority in air cargo.

A particular focus is currently on for the safe handling of lithium batteries considered as dangerous goods. The Centre of Excellence for Independent Validators Lithium Battery (CEIV Lithium Battery) is an IATA certification programme that follows in the footsteps on CEIVs for perishables, pharmaceuticals and live animals transport. There remains significant concern on the part of IATA members about lithium batteries and the demand for them continues to rise. Many devices that people want to buy have Lithium batteries in them, he says.

"Our main concern is that around the rogue shippers and untested batteries that are improperly prepared- that is where we see the real risk."

IATA is continuing to progress with the European Aviation Safety Agency (EASA), the Federal Aviation Administration (FAA) and other regulatory authorities to develop the test standard that can be used to demonstrate the fire containment potential of covers, containers and bags.

Source: IATA

Etihad and Henan airport sign cargo deal

Etihad Airways and Henan Province Airport Group, the parent company of the Zhengzhou Xinzheng Airport (CGO), have signed a deal to establish a strategic partnership to strengthen aviation ties between the UAE and China. This follows the signing of a virtual Memorandum of Understanding (MoU) at a meeting at the Expo 2020 Dubai's China Pavilion.

The deal contains plans for Etihad's potential operation of regular cargo services between Abu Dhabi and CGO to create the "Air Silk Road" between Henan Province and Abu Dhabi. The deal also covers scope of cooperation between the two parties to build the CGO airport into an air freight hub in the region, and to diversify product sales and cargo distribution channels at CGO.

Source: Asianaviation.com



SkyCargo ships 600 million doses of Covid-19 vaccines



Emirates SkyCargo has flown over 600 million doses of Covid-19 pandemic vaccines on its flights. Since October 2020 the carrier has transported more than 2,800 tonnes of vaccines from 35 origins to over 80 destinations.

EK has remained committed to the rapid distribution of vaccines to vulnerable communities around the world, said a press statement.

Emirates SkyCargo prioritised the movement of vaccines through its Dubai hub to developing countries. Nearly two-thirds of the total vaccines it transported were headed to destinations in Africa, Asia and the Middle East.

With the increasing roll-out of vaccination and booster campaigns across global markets, Emirates SkyCargo witnessed a steady increase in the demand for transportation of vaccines in the H2 2021.

Source: Press Release

We can’t keep shutting down for long



Willie Walsh
Director-General
IATA

The coronavirus pandemic caused US$137.7 billion losses to the airline industry in 2020 and it stood at US$51.8 billion. The net industry losses are expected to reduce to US$11.6 billion in 2022. As the pandemic continues across the world, air travel restrictions are in place in several countries. The World Health Organisation (WHO) is saying blanket travel bans will not prevent the international spread of the virus.

The travel bans place a heavy burden on lives and livelihoods and adversely impact global health efforts during the pandemic by disincentivising countries to report and share the epidemiological and sequencing data. All countries should ensure measures are regularly reviewed and updated when new evidence becomes available. It is clear to us the travel industry, and airlines, in particular, are being used as the poster child to transmit fear, to transmit the messages that governments want to force people to continue to restrict their movements, to comply with all of the Covid-19 protocols.

It's not because there's a threat caused by aviation but it's merely to be able to demonstrate that there is a threat out there. And by hammering the airline industry, they think they're sending a strong, powerful message to the general population to get them to comply with the restrictions. It's doing huge damage to the airline industry and the tourism industry and global economies. It's doing huge damage to people who have been unable to travel, to connect with their family, connect with friends, and travel for business.

The time is well past when governments can look at the risk associated with international travel and look at the general risk to the population and start focusing on the areas that need to be focused on because the risk is not coming from aviation, but the risk is in the community.

We cannot keep shutting down aviation and shutting down economies, when in reality, it's not providing any measures to restrict the transmission of the virus and more importantly, it's doing huge damage to the industry.

Be bold to reopen borders safely

Singapore has established itself as a leading aerospace hub. Today, we are a key manufacturing node for high-value, mission-critical parts such as engine components and avionics, with nose-to-tail MRO capabilities. We are also responsible for 10 per cent of global MRO output. From 2015 to 2019, our aerospace manufacturing and MRO output grew at a CAGR of 10 per cent. Singapore is committed to helping the aerospace industry recover from the coronavirus pandemic

Global travel restrictions and tightened borders worldwide grounded flights and reduced demand for air travel, which had knock-on effects on the aerospace industry. In 2020, Singapore's aerospace manufacturing output fell by 26 per cent and some companies have to resort to cost-cutting measures due to the prolonged crisis. Singapore has been committed to helping aerospace companies preserve their core capabilities during the downturn and supporting the industry's recovery.

I am confident the aerospace industry will be able to bounce back as we emerge from the pandemic. The industry has recovered from various crises in the past -- the SARS outbreak in 2004 and the global economic recession in 2008. Covid-19 is our biggest challenge yet but we are already starting to see signs of recovery in the industry. In September 2021, Singapore's aerospace industry grew 22 per cent year-on-year, albeit from a low base. Aerospace companies also continue to expand and are looking to hire over 1,000 workers in the next two years.

We are taking steps towards resuming our status as an aerospace hub by opening up our borders and restarting our flight connectivity with other countries. The Vaccinated Travel Lanes have proven to be very crucial. Our experience with the first VTLs has given us greater confidence that we can progressively reopen our borders safely.

While it may take time for air travel demand to return to normal, the industry's long-term prospects remain positive. As we emerge from the pandemic, the aerospace industry must continue to be bold in uncovering innovative solutions and preparing for the future.

Excerpts from the speech at GE Aviation's 40th Anniversary Celebrations



Gan Kim Yong
Minister for Trade and Industry
Singapore

Airlines aiming to reach zero emissions by 2050

A survey by a United Nations initiative of 1,200 chief executives from around **the world found 72 per cent believe** sustainability is an immediate priority. IATA makes clear using sustainable aviation fuel would achieve only about 65 per cent of the goal, with an additional 13 per cent coming from the use of new technology to make planes lighter, more fuel efficient and aerodynamic.

Over the years, several airlines have added "winglets" — vertical extensions of the wingtips on planes — to improve fuel efficiency by about five per cent. Of the remaining emissions reductions, the lion's share, about 19 per cent, would have to come from what are known as "offsets" or "carbon capture" technology.

The airlines would have to offset some aviation emissions by paying a third party to plant forests or preserve wetlands or by investing in the nascent technology that captures carbon by collecting it before it is released from such operations as coal-fired power plants, chemical plants or biomass power plants and storing it underground. To complete the transition, airlines will eventually need to abandon combustion engines and turn to alternative technology, such as hybrid or all-electric aircraft, according to experts.

Source: The Los Angeles Times





United operates flight using only sustainable fuel

United Airlines operated the first-ever commercial flight on 100 per cent sustainable fuel in one of two engines. The flight operated from Chicago's O'Hare to Washington. The jet engine was fuelled with non-petroleum feed-stocks, which unlike petroleum use leftovers from agriculture, wood mills and other sources.

The flight carrying 100 passengers, operated with one of the new Boeing 737 MAX 8 jets with 500 gallons of sustainable fuel in one engine and 500 gallons of traditional jet fuel in the other. Sustainable aviation fuels have the potential to deliver the same performance of petroleum-based jet fuel with a fraction of the carbon footprint.

The SAF flight is not only a significant milestone for efforts to decarbonize the industry but when combined with the surge in commitments to produce and purchase alternative fuels, it demonstrates the scalable and impactful way companies can join together and play a role in addressing the biggest challenge.

Source: Business Standard

Net-zero aviation is more than a flight of fantasy

As international air travel rebounds after Covid-19 restrictions, greenhouse gas emissions from aviation would increase dramatically and the scrutiny of aviation industry's environmental credentials begins.

Aviation emissions have almost doubled since 2000 and in 2018 reached one billion tonnes. The significant technological and energy disruption on the horizon for the industry suggests such a future is possible.

Achieving a net-zero aviation sector will require a huge collaborative effort from industry and government — and consumers can also play their part.

The aviation sector's progress in cutting emissions has been disappointing to date. In February 2020, research on the world's largest 58 airlines found even the best-performing ones were not doing anywhere near enough to cut emissions.

Source: DownToEarth



Technology converts CO2, green hydrogen into SAF

Johnson Matthey, a global leader in sustainable technologies, has launched an innovative technology – HyCOgenTM – designed to play a pivotal role in enabling the conversion of captured carbon dioxide (CO2) and green hydrogen into sustainable aviation fuel (SAF).

By combining HyCOgen with the technology developed in collaboration with BP, Johnson Matthey offers an integrated, scalable solution for use in the efficient and cost-effective production of renewable power based SAF. The Reverse Water Gas Shift technology is a catalysed process to convert green hydrogen and CO2 into carbon monoxide (CO), which is combined with additional hydrogen to form synthesis gas (syngas), a crucial building block in the manufacture of fuels and chemicals.

This synthetic crude oil can be further upgraded into sustainable drop-in fuel products including aviation fuels, renewable diesel and naphtha. The global aviation industry is responsible for 12 per cent of transport-related CO2 emissions, therefore substantial production of low carbon intensity SAF is essential to mitigate emissions.

Source: Press Release

Denmark to make domestic flights fossil fuel-free by 2030

Denmark is aiming for a 70 per cent cut in overall carbon emissions by 2030 compared to 1990 levels. The European aircraft manufacturer Airbus has announced plans to develop hydrogen-fuelled planes that could be operational by 2035.

If the hydrogen used to fuel them is generated using renewable energy, this could be a way for Denmark to reach its goals. However, it is unclear if the technology will be ready, and costs sufficiently low, for the 2030 target to be reached. Sweden has also announced plans to make its domestic flights fossil fuel-free by 2030. It is also hoping to make international flights green by 2045. The government there announced plans to introduce increased airport fees for high-polluting aeroplanes.

Source: BBC News

VR, drones among investment themes for airports

Virtual Reality (VR), electric aircraft and drones are among the fastest emerging investment themes in the airport industry, according to an analysis of trends across three pillars of key investment activity.

VR had the strongest momentum when it came to airport industry hiring patterns, climbing 27 places to rank 12th. This meant that there were 117 virtual reality roles sought per every 10,000 job postings in the sector, a significant increase. Virtual and augmented reality was the second-fastest emerging hiring theme while health and safety came in third.

The analysis found fastest rising themes tended to differ depending on the investment metric being analysed. ESG-related themes, such as ethics and governance featured heavily across the board as emerging forces in recruitment while themes related to disruptive technologies tended to be the biggest risers across mergers, acquisitions and other deal-based investments.

Source: Airport Technology.com

