حكومة دبي
GOVERNMENT OF DUBAI

هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

ViaDubai

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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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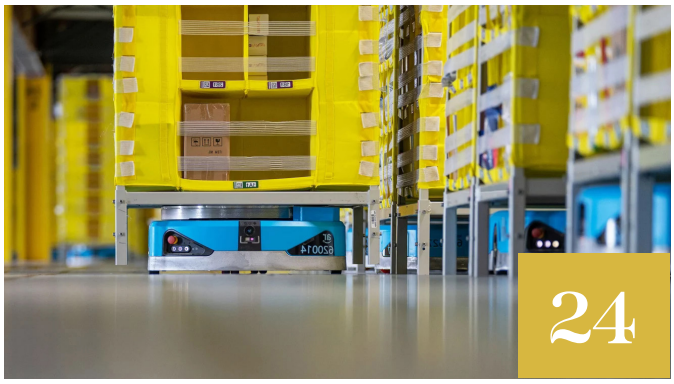


Amazon debuts Next-Gen drone design and fulfilment robot

Global logistics giant Amazon has welcomed the outside world to its new robotics manufacturing facility, BOS27, in Westborough in the US. The 350,000-square-foot facility opened in October 2021 and brings together a research and development lab.

NASA research to help mitigate risks around airports

To keep our busiest airports in the US running smoothly, thousands of people and systems work harmoniously to manage the risks associated with commercial passenger and cargo transport.





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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Climbing Confidently



Dubai, throughout its history, has amazed the world with its ever-improving global rankings in the social and economic domains, transforming itself into a model for cities to pursue prosperity and development.

The emirate has undergone an impressive transformation over the previous five decades to become an 'oasis of opportunity' with a booming aviation sector, free trade zones, tourism, hospitality, real estate, shipping, logistics, retail and finance.

Today, Dubai is the most successful city in the world by various parameters. Its success, according to experts, had been determined by 73 factors, most notably the quality of life, cultural influence, entrepreneurship, leadership and foresight, strong laws and policies, strong institutions, financial supervision, attractive market, global reputation, income levels, the robustness of GDP, and safety and security.

Dubai's global competitiveness edge has been developed and nurtured based on the insightful vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, May God Protect Him, who relentlessly works day and night to consolidate its reputation and make it the best place to invest, live and work in all domains.

The inspiring achievements have been reinforced with the launch by His Highness Sheikh Mohammed bin Rashid of the Dubai Economic Agenda D33, which includes 100 transformational projects, to double the size of the emirate's economy to reach AED32 trillion over the next 10 years.

The Dubai Economic Agenda aspires to provide a unique experience in work and development based on key axes embodied in skilled minds and ideas, advanced technology, and an economy based on innovation and knowledge.

The Dubai Economic Agenda D33 has come at the right moment to pave the way for us to build a diversified economy that makes the city a global meeting place. We have a strong belief that success in achieving goals requires a solid determination as the word 'impossible' does not exist in our dictionary.

Ahmed bin Saeed Al Maktoum

Impressive Results



The year 2022 has marked a major shift in air traffic movements through the Dubai International Airport. We expect that the results for the year will show an increase in passenger numbers to more than 64 million, a record increase compared with the 2021 throughput.

This increase is a true reflection of Dubai's emergence as a global economic hub, given its strategic location between East and West. The city provides the best travel options for travellers, and its brilliance standing as a distinguished destination provides the best tourism services and hotel facilities.

More international carriers continue to resume their operations through the Dubai International Airport, bringing their present number to 100, exceeding the number of airlines that operated before the pandemic. This growth constitutes an era of attraction for millions of travellers and provides them with connecting flights to more than 240 destinations and smooth travel options, satisfying their desires.

This great success in terms of air traffic movements through DXB in the previous year would not have been possible without the unfaltering efforts of all the stakeholders of the civil aviation industry, to restore brilliance to Dubai and enhance its reputation as 'the airport to the world'.

Accordingly, we are working diligently to continue this journey of excellence towards making the year 2023 as another exceptional year in every truest sense to serve the global air transport industry and win the trust and loyalty of travellers from across the world.

Mohammed Abdulla Ahli

DCAA participation in the Urban Air Mobility Conference

Dubai Civil Aviation Authority (DCAA) participated in the Korean Urban Air Mobility Conference (K-UAM Confex) in Incheon City, South Korea. Mr. Omran Alhammadi – Unmanned Vehicle Traffic Management Officer, have represented DCAA in the conference. The conference focused on the latest advancements in the Unmanned Aerial Vehicles sector including: the infrastructure, airports, vertiports, and future technology. The participating states in the conference presented their experiences and best practices in the Unmanned Aerial Vehicles sector.

Mr. Omran Alhammadi represented DCAA by showcasing Dubai Skydome Initiative projects. DCAA's participation in the conference aims to enhance international collaboration in the UAM sector and making Dubai a pioneer when it comes to shaping futuristic cities.









Emirates to launch fourth daily flight to Bangkok



Emirates Airlines will increase flights to Thailand by launching a fourth daily flight between Dubai (DXB) and Bangkok (BKK) beginning the first day of 2023. The additional flight will be operated by its flagship Airbus A380. In addition to 28 weekly flights to Bangkok and 14 weekly flights to Phuket, EK also operates a daily direct flight to Hong Kong from Bangkok. The Emirates A380 experience remains highly sought after by travellers for its spacious and comfortable cabins, as well as signature products such as the Onboard Lounge, extensive in-flight entertainment system, First Class Suites and Shower Spa. Those flying with Emirates to or through Dubai before 31 March 2023 will be able to take advantage of the 'My Emirates Winter Pass', which enables passengers to unlock exclusive offers at over 500 locations in the UAE by showing their boarding pass and a valid form of identification at hundreds of retail, leisure and dining outlets, famous attractions and luxury spas.

Source –Travel News Asia

UAE publish the world's first national regulations on vertiports

The rapid development of electrical vertical take-off and landing (eVTOL) aircraft and advanced air mobility (AAM) globally has led to the development of the requirement of new infrastructure, new networks, and new regulatory approaches. The requirement has prompted the UAE's General Civil Aviation Authority to publish the world's first national regulation related to vertiports to support rapid developments and continued worldwide investment in the highly progressive and competitive aviation industry. This regulation covers the design and operational requirements of vertiports while ensuring a regulatory environment that supports the efficient and safe operation of vertical take-off and landing (VTOL) aircraft. In a US$40 million deal, advanced air mobility (AAM) infra developer, VPorts, is committed to establishing the world's first AAM integrator world centre in Dubai. Aiming for construction work in 2023, the one-of-a-kind partnership has been inked between VPorts, GCAA and Mohammed bin Rashid Aerospace Hub (MBRAH), with operations commencing in 2024. The initial investment of US$40 million over three years is expected to give Dubai a world-class global AAM hub which will include dedicated flight-testing airspace, assigned blocked airspace, and new tech designed to foster the global growth of the international AAM market.



Source - FL360 Aero



Etihad ups Shanghai's frequency

Etihad Airways is set to double its frequency to Shanghai following China's decision to relax its entry requirements. The Middle Eastern airline will offer two weekly flights between Abu Dhabi and Shanghai. From February 2023, Etihad Airways will be doubling its schedule to Shanghai. Currently, the Abu Dhabi-based carrier operates a single weekly flight between Abu Dhabi International Airport and Shanghai Pudong International Airport. China is a market of primary importance to Etihad, and, as one of China's largest financial and economic centres, Shanghai plays a crucial role in our network. Flights will be served by Etihad's fleet of modern Boeing 787 and Boeing 777 aircraft, subject to regulatory approval. Once its AUH-PVG service increases to two weekly frequencies, Etihad will operate five weekly services to China, adding to its weekly flight to Beijing and twice-weekly flights to Guangzhou.

The airline became the first carrier to reinstate scheduled international services to Beijing since the pandemic after restarting its Abu Dhabi-Beijing route in June 2022, before launching flights to Guangzhou in October. China is set to relax quarantine rules for international arrivals from January's second week, reducing its five-day quarantine in a state facility and three days of self-isolation to just three days of self-isolation following almost three years of tough pandemic restrictions.

Source – Simple Flying



UAE carriers to organize recruitment drives



In anticipation of a record come-back for the travel and tourism industry in 2023, the UAE's airlines and travel agencies have ramped up their hiring operations. Since most companies in the aviation sector are expecting to return to pre-pandemic capacities, they want to hire new hands to ensure smooth business operations. Emirates and flydubai have confirmed their plans to hire hundreds of professionals for full-time roles in different capacities – locally and internationally. Ghaith Al Ghaith, CEO at flydubai, said: "In 2022, we have taken delivery of 20 new aircraft and have grown our network to 114 destinations. To support this growth, we have grown our workforce, attracting more than 1,300 new employees since the start of 2022, 80 per cent of whom are cabin crew, engineers and pilots. This is the biggest recruitment drive that we have ever undertaken." A recruitment drive to add more talented professionals to its workforce is currently underway and will continue throughout 2023. During the pandemic, we introduced a voluntary leave scheme, and 97 per cent of those who opted for the scheme have since rejoined the workforce. Emirates, too, has confirmed its plans to hire new talent. A spokesperson for the airline said, "We're looking for talent in customer-facing roles, including cabin crew, pilots and airport services employees, and below-the-wing roles like skilled mechanics, technicians and planners, for above-the-wing roles that manage our resources at the airport, cargo and catering, and also for key roles in Engineering and IT, among others." Emirates is also looking for professionals in HR, finance, legal, marketing and executives across brands and departments. Since 2022 has already seen a phenomenal rebound in travel, airlines and travel companies expect the trend to grow stronger in 2023.

Source – Gulf News



Mohammed bin Rashid launches Dubai Economic Agenda 'D33'



His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, today launched the Dubai Economic Agenda 'D33' with the ambitious goals of doubling the size of Dubai's economy over the next decade, and consolidating its position among the top three global cities.

HH Sheikh Mohammed bin Rashid said: "In line with our long-standing tradition of launching key new initiatives on 4 January, today we approved the Dubai Economic Agenda 'D33' that aims to double the size of Dubai's economy in the next decade and consolidate its position among the top three global cities".

HH Sheikh Mohammed added: "The Dubai Economic Agenda 'D33' includes 100 transformative projects, with economic targets of AED32 trillion over the next 10 years, doubling our foreign trade to reach AED25.6 trillion and adding 400 cities as key trading partners over the next decade".

HH Sheikh Mohammed further said: "Dubai will rank as one of the top four global financial centres with an increase in FDI to over AED650 billion over the next decade and an annual AED100 billion contribution from digital transformation. Over 300,000 global investors in Dubai today are helping build Dubai into the fastest growing global city".

Sheikh Mohammed added: "2033 will mark 200 years since the foundation of Dubai: the year in which Dubai will be the most important global business centre, and by then we would have completed the D33 Agenda. We know our economic path over the next decade. The world makes way for those who know what they want."

The launch of the 'D33' Agenda formed part of HH Sheikh Mohammed's annual address on the anniversary of his Accession Day on 4 January.

An ideal environment for investment

The 'D33' Agenda includes the launch of innovative projects that will help achieve HH Sheikh Mohammed's vision to make Dubai the world's best city to live and work in. The value of the total targets set by the Dubai Economic Agenda 'D33' is AED32 trillion by 2033. The Agenda will drive sustainable economic growth through innovative approaches.

The Dubai Economic Agenda 'D33' aims to accelerate growth by investing in human development, skillsets and advanced technology and consolidating Dubai's global competitiveness, innovation and



knowledge-based economy. The Agenda will invest in enhancing the advantages gained from Dubai's strategic location and its advanced infrastructure to raise the city's status as a preferred destination for major international companies and investments.

Ambitious goals

The Dubai Economic Agenda 'D33' sets ambitious goals including raising the total value of foreign trade in goods and services from AED14.2 trillion in the past 10 years to AED25.6 trillion in the next decade.

The 'D33' Agenda also aims to raise the contribution of Foreign Direct Investment (FDI) to Dubai's economy from an average of AED32 billion annually in the past decade, to an average of AED60 billion annually in the next decade to reach a total of AED650 billion over the next 10 years.

The 'D33' Agenda will see a growth in government expenditures from AED512 billion in the past decade to AED700 billion in the next decade, with increased investment in future growth sectors and further development of traditional trade and economic sectors.

One of the pivotal goals of the 'D33' Agenda is to raise the competitiveness of the city's thriving business sector, which will enable the increase of private sector investment from AED790 billion in the past decade to AED1 trillion by 2033.

The 'D33' Agenda also aims to increase the value of domestic demand of goods and services from AED2.2 trillion in the past decade to AED3 trillion in the coming decade, in line with Dubai's vision for enhancing its vibrant trading sector and diversified economy.

Other objectives of the 'D33' Agenda include generating new economic value from digital transformation, at an average of AED100 billion annually. The digital economy is a major pillar in the Agenda, with Dubai embarking on a new phase in which it seeks to pioneer and sustain the growth of an economy based on knowledge, innovation and future technologies.

Major priorities for the next decade

The Dubai Economic Agenda 2033 focuses on a set of key priorities for the next decade, including raising the value added of the industrial sector and promoting export growth, contributing to sustainable economic growth, and achieving self-sufficiency in a number of key sectors and industries, including manufacturing. Other key priorities include making Dubai one of the five leading logistic hubs in the world, and one of the top four global financial centres. The Agenda also seeks to increase the productivity of Dubai's economy by 50% through innovation and digital solutions.

Moreover, the Agenda aims to integrate new generations of Emiratis into the private sector, making Dubai a hub for skilled workers, the fastest growing and most attractive global business centre, and an international hub for global multinational companies (MNCs) and national SMEs.

Another key priority of the 'D33' Agenda is to make Dubai one of the top three international destinations for tourism and business by providing a globally competitive environment for business sustainability and driving down the cost of doing business across a number of sectors. The 'D33' agenda aims to enhance the city's position as a fast growing and attractive business hub with world-class quality of life and ensure the highest levels of security and safety for Dubai's citizens and residents.

First set of projects

The Dubai Economic Agenda 'D33' seeks to add 400 cities as key trade partners and launch the Dubai Economic Corridors 2033 initiative, which will enhance existing foreign trade relations with Africa, Latin America and Southeast Asia.

The Agenda will include a programme to support the growth of 30 companies in new sectors to become global unicorns, and integrate 65,000 young Emiratis into the workforce and the private sector. The Dubai Traders Project (DT33) will empower a new generation of Dubai traders in various major growth sectors, driving growth in the city's vibrant trading hub.

The first set of projects of the Agenda also include the Dubai Unified License that will provide a unique commercial identity for all companies across economic zones, and 'Sandbox Dubai', which aims to make Dubai a major hub for incubating business innovation by enabling the testing and marketing of new products and technologies.

Agenda 'D33' also includes the launch of the Dubai Project to attract the world's best universities, as part of the broader aim of making Dubai a leading global hub for higher education, and a programme to promote the growth of SMEs by identifying 400 high-potential companies and supporting their capacity-building and global expansion.

حكومة دبي
GOVERNMENT OF DUBAI

Mohammed bin Rashid launches
Dubai Economic Agenda D33
with economic targets of
AED 32 Trillion by **2033**



We know our economic position during the next decade... the world makes way for those who know what they want

His Highness Sheikh Mohammed bin Rashid Al Maktoum

100 Future transformational projects within 10 years to double the size of Dubai's economy

Consolidate Dubai's position among the top 3 economic cities around the world

Agenda Objectives

Foreign trade	From AED 14.2 trillion in the past decade	to **AED 25.6 trillion** for goods and services in the next decade
Foreign Direct Investment	From an average of AED 32 billion annually in the past decade	to an average of **AED 60 billion** annually in the next decade to reach a total of **AED 650 billion** by 2033
Government expenditures	From AED 512 billion in the past decade	to **AED 700 billion** in the next decade
Private sector investments	From AED 790 billion in the past decade	to **AED 1 trillion** in the next decade
The value of domestic demand of goods and services	From AED 2.2 trillion in the past decade	to **AED 3 trillion** in the next decade
Digital transformation	**AED 100 billion** annual contribution of digital transformation projects to Dubai's economy	

UNWTO declares four Arab villages among the world's 'best'



A record 32 new rural spots have been added to the world tourism list. The UN World Tourism Organization (UNWTO) has drawn up its second annual list of 'best' rural villages around the world. It is a departure from the usual lists of Instagrammable places in peak tourist destinations. These villages have been chosen for how they are growing visitor numbers without ruining what it is the visitors are coming to see. The UNWTO said the accolade recognizes rural destinations that are embracing tourism as a driver of development and new opportunities for jobs and income while preserving and promoting community-based values and products. A total of 32 villages across the globe made the list, out of 136 which were put forward by 57 UNTWO member states. There is no ranking and the destinations have been listed alphabetically by country. Each country was allowed to submit up to three villages for consideration - and only Spain succeeded in qualifying all three of its villages. Rupit, Alquézar, and Guadalupe all made the list. Its neighbour, Portugal, had one entry - Castelo Novo, one of 12 historical villages surrounded by the Serra da Gardunha mountain range. Austria begins the list with Zell, a small town, rather than a village, it sits on the shore of peaceful Lake Zell, in the shadow of the Kitzbühel Alps. Next up is Chile, and its entry Puqueldón - the biggest of nine villages on Lemuy island in Chiloé archipelago. China has made it through with two villages - Dazhai, in northern Guangxi province and Jingzhu in Chongqing. One particularly interesting addition to the list is Choke Mountain Village, an ecotourism village on Choke Mountain, about 200 miles northwest of Ethiopia's capital Addis Ababa.

Source - CNN

Madagascar sees the slow revival of tourism post-pandemic

With the reopening of borders in April 2022, after two years of isolation from the rest of the world, tourism in Madagascar is slowly but surely regaining momentum. Despite an undeniable attraction for Madagascar as a destination, renowned for its one-of-a-kind biodiversity, heavenly beaches, and favourable weather, the island only welcomed 106 000 tourists between January and November 2022, three times less than pre-pandemic. Reasons for this slow revival can be explained by a lack of services and the soaring prices of aeroplane tickets according to the Confederation of Tourism of Madagascar. Players in the sector hope that the slow resumption will encourage the State to make significant improvements in domestic transport. The lack of domestic flights and increasingly dilapidated roads make access to certain sites very difficult. The Ministry of Tourism expects an arrival of 300,000 visitors in 2023. Madagascar has been awarded the title of Indian Ocean's Leading Green Destination 2022 by the World Travel Awards in its 29th edition. The pandemic has hugely affected tourism in Madagascar. To revive tourism, associations, travel agencies, parks, etc. are focusing on local tourism, putting ecotourism and community tourism at the heart of their initiatives.



Source – Africa News

Futuristic agricultural tourism hub in Dubai

Dubai, the most-visited shopping and holiday destination, may soon turn into a hotspot for agricultural tourism. Dubai, which imports most of its food due to its limited arable land, is set to be transformed by an ambitious project, the Agri Hub, by URB. This is a huge step by the emirate towards food security whilst adding to its list of key tourist destinations. Dubai will add to its brand bag by turning itself into a significant destination for agriculture tourism. It plans for the Hub to be 'an innovative blueprint for decarbonized rural tourism hubs of the future.' A job-churner, the project will create work for 10,000 people as it is developed and create green job opportunities, which will increase the economic levels of the residents. Along with this, it will also bring a positive change to the quality of life of the farmers as well as the consumers, and in the bargain, it will improve the local environment and enrich the culture. The Hub will create spaces for the farmers to sell their products directly to the consumer. It will also feature nature and heritage conservation, eco-tourism, and restorative wellness centres, along with an Agri-tech institute. It is an investment opportunity for the locals, as the Hub will also have sports activities and medical facilities to encourage medical tourism. Designed to have the minimum impact on the environment, the Hub's landscape will be integrated with bio-saline agriculture and boost renewable energy production. Its semi-subterranean build will allow for passive cooling, increasing the structure's energy efficiency. Some of its other eco-friendly features will be 100 per cent renewable energy, water recycling, and onsite zero-waste management. A public space, the Hub will be connected by direct bus services from major stations. The plan is to use environment-friendly transit systems such as cycling and electric buggy tracks. Hub is slated to open in 2030.

Source – Outlook



Saudi Arabia unveils regulations to develop the tourism industry

With the launch of the new regulations, the Kingdom of Saudi Arabia has asked tourism agencies and operators to adjust the conditions offered to tourists within 90 days. It has laid out 10 regulations on tourism law in line with the attempts to develop its travel industry. The regulations were drafted after reviewing the opinions and observations of various stakeholders. With these, the aim is to improve the overall quality of services, protect tourists, and create job opportunities.

According to a report, they cover hospitality facilities, travel and tourism services, tourism hospitality facilities management, tourism consultancies, private tourist hospitality facilities, experimental activities, tourism activities, and monitoring of tourism law violators. The regulations will help strengthen the tourism ministry's cooperation with the private sector. These would also allow the authorities to offer job opportunities for the national competencies in the tourism sector. The regulations were drafted in line with international best practices. These practices have been selected based on the index of the top 10 countries in the Travel and Tourism Competitiveness issued by the World Economic Forum (WEF).

Source – Your Story

British Airways launches its biggest sale of the year

British Airways and British Airways Holidays have launched their biggest sale of the year, offering huge savings on more than 100 destinations for bookings made before January 31. The sale includes Europe seven-night holiday packages from £199 (US$240) per person and returns flights to the Caribbean from £451. Travellers looking to fly across the Atlantic are being offered return flights to New York from London Gatwick for £342 and London Heathrow to Los Angeles and Chicago for £399. Those wanting to escape the cold and head east to Dubai for a luxury break can do so with return flights from £429, jet off to the Caribbean to capture winter sun in timeless Barbados from £513 return or make new memories with the airline's new route from London Gatwick to Aruba from £521 return. For those who'd like to cross the Atlantic in luxury, return Club World (business class) flights include London Heathrow to New York from £1,953 and Boston from £2,015. Those in the market for a mini-break can jet off on three-night trips to New York from £499 per person or Dubai from £469 per person.

Source - Zawya



Qatar Airways operated 14,000 flights during the FIFA World Cup

For the FIFA World Cup 2022 in Doha, Qatar Airways operated nearly 14,000 flights, uniting the world in the Arab country for the most significant sporting event in history. As the official airline partner for FIFA, the carrier celebrated the beginning of the tournament season by launching an official campaign song and within a month, the song reached 23 million views.

The airline also offered all passengers flying through Hamad International Airport and Doha International Airport a positive experience at the Passenger Overflow Areas (POAs), setting a new standard of excellence for international travel at sporting events. The POAs had built-in fans with dedicated facilities to complete their FIFA World Cup journey. And throughout the tournament, Qatar Airways' frequent flyer program, the Privilege Club, welcomed over 67,000 new valued members across five different marketing campaigns. The airline also received more than 1.8 million fans at the Qatar Airways Sky House, located at the FIFA Fan Festival, which witnessed global passengers through countless international, local, and onboard football-themed activations and entertainment experiences.

Source – Simple Flying

IATA establishes a modern airline retailing program

The International Air Transport Association (IATA), a trade body of 300 airlines comprising 83 per cent of the global air traffic, has set up the Modern Airline Retailing program to advance customer centricity and value creation in the airline industry. The transformation will be accelerated by a consortium of advanced airline adopters that will work together through IATA. Consortium participants include American Airlines, Air France-KLM, British Airways, Emirates, Finnair, Iberia, Lufthansa Group, Oman Air, Singapore Airlines and Xiamen Airlines. In today's environment, the customer experience is affected by decades-old standards, processes and technology and the airline industry must adopt modern retailing practices that will create additional value for travellers and reduce the hassles of increasingly complex passenger document-checking requirements. Modern Airline Retailing will solve this dilemma and unleash value-creation opportunities by transforming airline distribution to a system of "Offers and Orders" that will parallel what most other retailers use. The Modern Airline Retailing program is built on three pillars – Customer Identification, Retailing with Offers and Delivery with Orders.

Source – IATA

EU agrees on a law to make airlines pay more to pollute

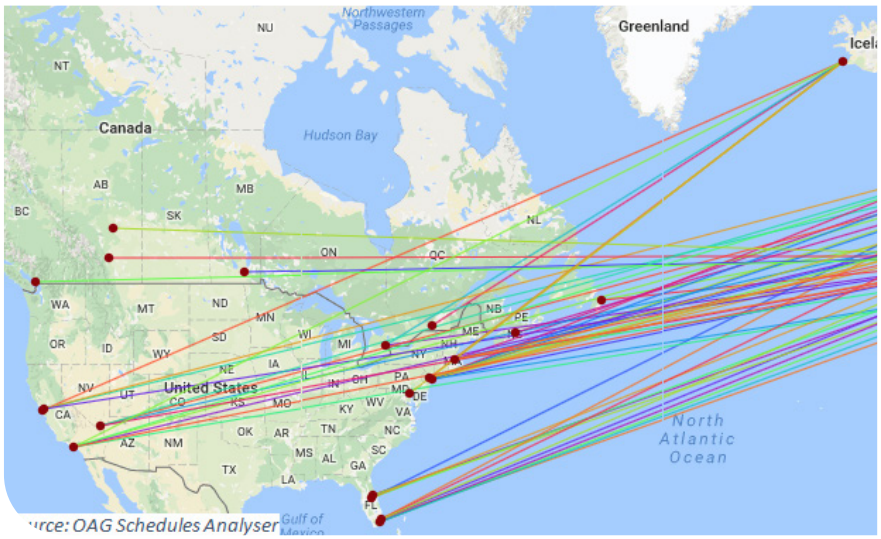
The European Union reached a deal on a law to increase the price that airlines have to pay when they emit planet-heating carbon dioxide emissions, adding pressure to the sector to shift away from fossil fuels. Airlines running flights within Europe currently have to submit permits from the EU's carbon market to cover their carbon dioxide emissions, but the EU gives them most of those permits for free. That is set to change under the law agreed by negotiators from EU countries and the European Parliament, which would phase out those free permits by 2026. Free permits would be cut by 25 per cent in 2024 and 50 per cent in 2025. That will mean airlines will have to pay for their CO2 permits, providing a financial incentive for them to pollute less. A smaller amount of free CO2 permits - 20 million - will be made available from 2024-2030 to airlines that use sustainable aviation fuels (SAF) to partly compensate them for the price difference between SAFs and far cheaper fossil fuel kerosene. Industry group Airlines for Europe said it was "extremely disappointed" with the plan to phase out free permits by 2026. This is well before truly effective de-carbonization solutions will be available at the scale needed for them to be effective, the group said. The EU has so far limited its carbon market to covering emissions from flights within the EU, but negotiators agreed to assess in 2026 whether the ICAO's scheme to offset international flights' CO2 emissions is on track to deliver net zero emissions by 2050 - and if it is not, the EU will propose extending its carbon market to cover emissions from all departing flights.

Source – Reuters



LCCs are going transatlantic

For most North Americans, low-cost airlines bring up not always bright memories of travelling on Frontier or Spirit. The ultra-budget airlines will charge for everything from baggage to a bottle of water, but for those used to travelling light, they can occasionally get you cross-country from as low as US$39. Both airlines also offer routes to sunny international destinations like Mexico and Aruba for similarly rock-bottom prices. While the low-cost model makes running routes to destinations farther away difficult, seasoned travel junkies will know that there are several options for those on a limited budget but dreaming of European getaways. Norse Atlantic Airways launched in 2021 and is already running flights between New York's JFK and Oslo for US$150. London-based EasyJet has, for years, shuffled sun-deprived Brits to winter holidays in Florida while a new Icelandic airline called Play just launched a new flight between Washington and Reykjavik for US$99 each way. Across the ocean in Belfast, another low-cost airline has committed to running several flights between the US and Europe. Fly Atlantic is preparing to launch in the summer of 2023 and have as many as 35 routes to and out of Belfast by 2028. The new airline hopes to carve out a niche as the budget option for flights between Europe and the U.S. and Canada.

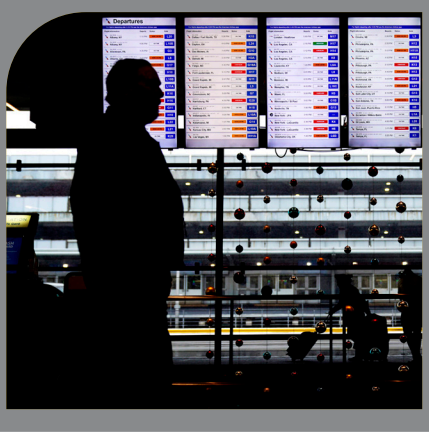


Source - The Street

Passenger volumes at New York and New Jersey airports surpass pre-pandemic levels

At the peak of the pandemic, the passenger volumes at New York and New Jersey airports went as low as four per cent of the pre-pandemic levels. The three airports - New York's JFK, Laguardia (LGA) and New Jersey's Newark airport (EWR) - make up the most extensive airport system in the United States. The three largest US airlines operate their east-coast hubs at the three major airports. American Airlines and Delta Air Lines have their hubs at JFK and LGA. United Airlines operates out of EWR as one of its major east-coast hub airports. The Port Authority announced that passenger volumes at New York area airports had surpassed the pre-pandemic levels. Alongside three major airports, the Port Authority includes Stewart International Airport (SWF) in the Hudson Valley and Teterboro Airport (TEB) in New Jersey. In November 2022, the Port Authority airports handled a whopping 11 million (primarily domestic) passengers. The volume represented 102 per cent of the passenger volume in November 2019. The November numbers came as a result of the 8% increase in thanksgiving travel across the United States compared to the volumes during thanksgiving 2019.

Source – Simple Flying



BAA to run six airports



The Bangsamoro Airport Authority (BAA) — an office attached to the Philippines Ministry of Transportation and Communications (MOTC) — will assume the landside operation management of six airports in the region effective the first day of 2023. BAA regional head Carmencita Salik said the agency was on the verge of preparation for the scheduled change in operation management as it is still with the Civil Aviation Authority of the Philippines (CAAP). As stipulated in Section 38, Article XIII of Republic Act 11054 or the Bangsamoro Organic Law (BOL), the Bangsamoro Government shall have the authority to grant regional franchises, licenses, and permits to land, sea and air transportation plying routes in the provinces or cities within the Bangsamoro Autonomous Region, provided the National Government shall regulate the airside operations of all existing airports. To facilitate this provision, CAAP and BAA forged a Memorandum of Agreement (MoA) in September 2022, wherein the former completely transferred to the latter all the properties, assets, powers and functions of the landside management of operational airports in Cotabato, Sanga-Sanga, Jolo, Mapun, as well as the non-operational airports in Malabang and Wao.

Source – Manila Times

India to install new scanners at airports

The Indian Bureau of Civil Aviation Security (BCAS) is set to roll out a mandate that will significantly speed up the check-in process at airports. Under it, passengers may soon be able to zip through airport security checks without having to take out their laptops, phones and chargers. Currently, passengers are required to place their electronic devices in separate trays as they check-in. The process takes time and hence can cause congestion. The new mandate will speed the process through the adoption of modern equipment that screens bags without removing electronic equipment. These machines will be installed in major airports like Delhi, Mumbai, Bengaluru, and Hyderabad. They are already in use at several major airports across the United States and Europe. Earlier in December 2022, the Indira Gandhi International Airport in the Indian capital New Delhi was left scrambling to deal with congestion. Passengers were left standing in line for hours at the domestic and international terminals.

Source – WION News



Delhi to become India's first Global Hub Airport

The busiest airport in India, Indira Gandhi International Airport in New Delhi, is all set to become India's first global hub airport. The Union government is working with Delhi International Airport Limited (DIAL) and big names in the aviation market like Air India and IndiGo, to make this transformation. In 2021, when Air India was acquired by the Tata Group, DIAL expressed interest in making IGI airport the country's first global hub airport. This project is still a work in progress and plans are to make transfers seamless. DIAL has had the green signal from the aviation industry to start the global bid for the INR2500-crore air train, linking T1, Aerocity and T3/2 with an underground, elevated and surface track for the train. Hub airports need big and efficient transit areas for seamless transfers, and an air train linking the different terminals for passengers to commute. Anyone who has been to the Delhi airport knows that commuting between T1, T2 and T3 is time-consuming. There's good news for passengers though. They will not be required to buy tickets to the air train, as per the ministry, as the air train concession will be given to a third party. This third party will be bearing the cost of implementing the project and earning revenue through means like advertising. Globally, hub airports are dominated by one or two airlines. That was not the case in India so far. As a novel idea we are trying to develop that (at IGIA) with one or two airlines so that we can provide seamless transfers for international to international, international to domestic and vice versa, and domestic to domestic passengers.

Source – Travel and Leisure India

Jamaica airport reveals new departures expansion

Sangster International Airport (SIA), Jamaica's leading gateway to the world operated by MBJ Airports Limited (MBJ), has opened its newly expanded Departures area. Planning for the Departures Expansion commenced in 2017. This included hiring consultants, Pragma to provide expertise in Airport Space and Category Mix Planning and The Design Solution (TDS) to provide support for the airport's commercial planning strategy and design services for the airport retail.Both Pragma and TDS was instrumental in the redevelopment of the retail program, created to transform the retail and service offering at the airport to international standards by delivering a memorable and stimulating shopping experience for passengers. The new design for the departure terminal seamlessly blends creative architectural design with commercial drivers by enhancing natural light, more circulation space and seating for passengers.

Source - International Airport Review

Swiss airports at pre-pandemic passenger levels

Geneva and Zurich airports reported having pre-Christmas passenger numbers reaching close to pre-pandemic levels. On 23 December 2022, more than 55,000 passengers passed through Geneva airport, roughly 3,000 more than the day before. According to airport officials, this level is close to the numbers in 2019 before the pandemic arrived. The highest daily number for the airport was 77,000 passengers on 4 January 2020. At Zurich airport, 65,000 passengers are expected daily between 24 December and the second day of January. A year ago there were only 34,000 passengers a day over the same period, while the year before that there were only 17,000 a day. According to an airport spokesperson, as many as 85,000 people a day have been reached during the busy festive season at Zurich's airport. The airport management has advised travellers to arrive early, at least an hour and a half before departure. At Geneva airport, the advice is to arrive at least two and a half hours ahead of departure.

Source - Le News



Time to stop the blocked airline funds



Willie Walsh
Director General
IATA

The International Air Transport Association (IATA) has warned the stakeholders about the airline funds for repatriation that are being blocked by governments - it has risen by more than 25 per cent (US$394 million) in the last six months of 2022. Total funds blocked now tally at close to US$2.0 billion.

The global trade body with over 300 member airlines accounting for 83 per cent of global air traffic, has called on governments to remove all barriers to airlines repatriating their revenues from ticket sales and other activities, in line with international agreements and treaty obligations.

We are also renewing its calls on Venezuela to settle the US$3.8 billion of airline funds that have been blocked from repatriation since 2016 when the last authorization for limited repatriation of funds was allowed by the Venezuelan government.

Preventing airlines from repatriating funds may appear to be an easy way to shore up depleted treasuries, but ultimately the local economy will pay a high price. No business can sustain providing service if they cannot get paid and this is no different for airlines. Air links are a vital economic catalyst. Enabling the efficient repatriation of revenues is critical for any economy to remain globally connected to markets and supply chains.

Airline funds are being blocked from repatriation in more than 27 countries and territories. The top five markets with blocked funds (excluding Venezuela) are Nigeria US$551 million, Pakistan US$225 million, Bangladesh US$208 million, Lebanon US$144 million and Algeria US$140 million.

Total airline funds blocked from repatriation in Nigeria are $551 million. Repatriation issues arose in March 2020 when demand for foreign currency in the country outpaced supply and the country's banks were not able to service currency repatriations. Despite these challenges Nigerian authorities have been engaged with the airlines and are, together with the industry, working to find measures to release the funds available.

Nigeria is an example of how government-industry engagement can resolve blocked funds issues. Working with the Nigerian House of Representatives, Central Bank and the Minister of Aviation resulted in the release of $120 million for repatriation with the promise of a further release at the end of 2022. This encouraging progress demonstrates that, even in difficult circumstances, solutions can be found to clear blocked funds and ensure vital connectivity.

Airlines have also restarted efforts to recover the US$3.8 billion of un-repatriated airline revenues in Venezuela. There have been no approvals of repatriation of these airline funds since early 2016 and connectivity to Venezuela has dwindled to a handful of airlines selling tickets primarily outside the country. Between 2016 and 2019 (the last normal year before the pandemic) connectivity to/from Venezuela plummeted by 62 per cent.

Venezuela is now looking to bolster tourism as part of its pandemic economic recovery plan and is seeking airlines to restart or expand air services to/from Venezuela. Success will be much more likely if Venezuela can instil confidence in the market by expeditiously settling past debts and providing concrete assurances that airlines will not face any blockages to future repatriation of funds.

A good regulatory system encourages efficiency

The four Productivity Commission (PC) inquiries have helped the Australian government to determine airport regulation since the privatization of airports began in 1994. The last report in 2019 by the statutory body needs a focus on the potential future regulatory path of airports. In April 1994, the Australian government announced the privatization, by long-term lease, of the airports operated by the Federal Airports Corporation (FAC).

The objective was to improve the efficiency of airport investment and operation in the interests of users and the general community and to facilitate innovative management. In 1997, the FAC began the sale of 50-year leases for 17 of its 22 airports to privately owned operators. The FAC completed sales in two phases beginning with Melbourne, Brisbane and Perth in 1997, followed by 14 smaller airports in 1998. The remaining five airports (Sydney, Bankstown, Hoxton Park, Camden and Essendon) were leased to two government-owned corporations in 1998. In 2001, Essendon Airport was leased to private owners, and in 2002, privatization was completed with the sale of the other Sydney basin airport leases.

The federally leased airports were subject to price regulation during the initial period of private ownership. Price regulation of the 12 airports included price notification, price monitoring, price cap arrangements and special provisions for necessary new investments.

In December 2000, the government asked the Productivity Commission to conduct an inquiry into the price regulation of airports, including an examination of the price cap regime. In this report, the Commission found that price caps distorted production and investment decisions due to the inability of regulators to set prices accurately. In 2006, the government asked the Commission to conduct a second inquiry.

The inquiry found price monitoring had been successful and recommended its continuation, albeit with a different scope. The Commission recommended removing Darwin and Canberra from the monitoring regime as they were relatively small and faced competition from other airports and modes of transport. In 2011 came the third inquiry which recommended the continuation of price monitoring, but that Adelaide airport be excluded from the monitoring regime.

The fourth report was tabled in Parliament in October 2019. The response to the report had been varied. A good regulatory system encourages efficiency and productivity – factors that provide greater returns to all parties. This is achieved by having sound investments made by airports in infrastructure that comes to benefit customers including airlines and passengers. The negotiation of contracts between airlines and airports on a dual basis is likely to lead to efficient investment and airports would provide the services their customers wanted at a reasonable price. Airport infrastructure is fundamentally different to other 'monopoly' infrastructure.

The Commission has made 14 recommendations to improve the present regulatory system while promoting competition between airports and airlines and between airlines. The voluntary self-reporting system for second-tier airports should be discontinued. We recommended the Australian Competition and Consumer Commission (ACCC) provide advice to the government on an updated set of quality-of-service indicators in consultation with airports, airlines and other airport users.



Paul Lindwall
Commissioner
Productivity Commission
Australia

We continue to see the impacts of the pandemic on aviation. Both airlines and airports have been profoundly affected. The government has announced Aviation White Paper to principally improve the passenger–airline and passenger–airport experience. The document will set the long-term policies to guide the next generation of growth and innovation in the aviation sector. Should there be a fifth inquiry, perhaps in 2024-25, there would be different two commissioners undertaking it. Circumstances can change, of course, which is why five-yearly reviews are important, which can always recommend more stringent regulation if there becomes evidence of the exercise of market power. Airport regulation is pretty good, and with the adoption of recommendations in our report, it could be better still.

Edited excerpts from a speech at the Australian Airports Association (AAA) National Conference in Adelaide

IATA predicts a four per cent drop in air cargo volumes in 2023

Air cargo traffic is predicted to drop by a further four per cent in 2023, while yields and revenues are also expected to weaken compared with the previous year's levels. IATA'S Head of Policy Analysis Andrew Matters said cargo volumes are expected to fall 4.3 per cent year-on-year to 57.7 million tonnes. "This reflects the challenging global economic backdrop in terms of global economic growth but also terms of international trade," he said. As a result of load factors returning to pre-pandemic levels, yields are expected to decline by around 22 per cent in 2023, following on from a seven per cent increase in 2022, a 24 per cent increase in 2021 and a 50 per cent increase in 2020. "It (22 per cent) sounds like a big number and quite dramatic but it isn't too unreasonable given the very strong increases we have seen in recent years," he explained. Airline cargo revenues are expected to fall around 25 per cent in 2023 to US$149.4 billion- still around 50 per cent higher than pre-pandemic levels.

Source: Air Cargo News

CMA CGM Air Cargo targets Vietnam services

CMA CGM Air Cargo is planning to apply for a flight license in Vietnam. The carrier's Vice President for Business Development Patric Bergamini told the ASEAN-EU Business Summit in Brussels that CMA CGM was "committed to continuing to support Vietnam's economic development through the expansion of Gemalink and with logistics solutions from Ceva Logistics and CMA CGM Air Cargo.

The French company has invested in Vietnam's seaports since 1994 and holds major stakes in Gemalink Container Terminal at Cai Mep deepwater port as well as Lach Huyen port. Gemalink phase two is already under way, along with CMA's investment in a new dry port close to Ho Chi Minh City. However, operating its air cargo arm there would be a major breakthrough into Vietnam's air freight sector. According to an update from local forwarder HLS Air Sea International Logistics, exports in the first half of November fell 16.7 per cent against the second half of October 2022, largely due to falling demand for computers and electrical products.

Source – The Load Star





MSC completes acquisition of Bolloré Africa Logistics

MSC Group's subsidiary SAS Shipping Agencies Services has completed the acquisition of Bolloré Africa Logistics. The sale agreed in May 2022, comprises all of the Bolloré Group transport and logistics activities in Africa, based on a €5.7 billion enterprise value, net of minority interests. The sale price of the shares is €5.1 billion. About €600 million of shareholder loans were also repaid. MSC and Bolloré entered discussions over the sale in December 2021. MSC will operate Bolloré Africa Logistics as an autonomous entity with its portfolio of diversified partners, under a new brand to be unveiled in 2023. The deal will strengthen MSC's longstanding ties with Africa and will reinforce our commitment to the continent's economic growth, including investment in the ships, shipyards, container terminals, logistic solutions, storage facilities, road and rail networks that will support and enhance trade across the African continent and with the rest of the world. "Our strategy remains rooted in our values and in our long-term vision that protects over 150,000 employees in 155 countries worldwide," an official said.

Source - Air Cargo News

Lufthansa Systems celebrate a significant ATM milestone

Lufthansa Systems has celebrated a significant milestone in the Air Traffic Management (ATM) domain, together with the Lido Flight 4D customer, Lufthansa. Lufthansa is the first airline in the world to file an eFPL (extended Flight Plan) for an operational flight with Air Traffic Control (ATC). This makes Lufthansa Systems the first flight planning service provider, and Lido Flight 4D the first solution that supports this new format in operation. For more than a decade, the existing ICAO 2012 flight plan format has had its limitations and constraints, and a new flight plan format will be required to introduce future ATM concepts like TBO (Trajectory Based Operations). Sharing a flight trajectory in a collaborative environment is a prerequisite, and a key enabler to optimize flights during every phase of flight. This should result in significant benefits to all airlines in the long-term, such as bringing the planned trajectory closer to reality, thus creating more efficiency in the airspace, resulting in more sustainable flight execution and fewer regulations and delays by ATC.

Source - Runway Girl Network



ATM market to reach US$17.7 billion globally by 2031

The increase in air traffic across the world, modernization of air traffic management infrastructure, and greater need for improved air safety are driving the growth of the global air traffic management market. Allied Market Research, in a report, said the global air traffic management industry generated US$8.8 billion in 2021 and is anticipated to generate US$17.7 billion by 2031, witnessing a CAGR of 7.5 per cent from 2022 to 2031. Potential risks associated with cyber threats and the high cost of traffic management infrastructure restrict market growth. Moreover, technological advancements and greater demand for air traffic solutions from emerging nations present new opportunities in the coming years. The outbreak of the pandemic harmed the global air traffic management market, owing to the implementation of the global lockdown.

Source - Travel Daily News

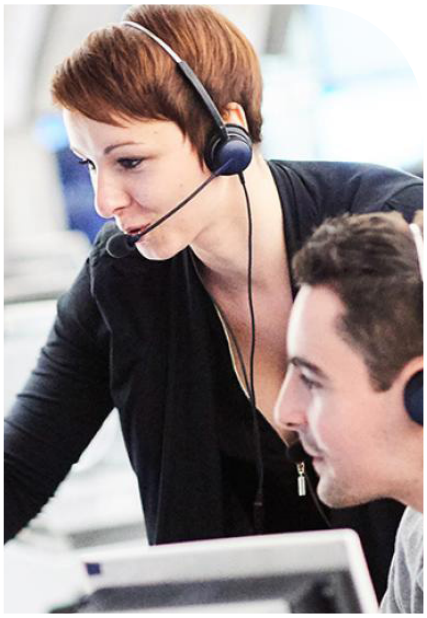
EUROCONTROL publish a 'think paper' on ATC mobility

EUROCONTROL has released a 'think paper' on whether improving air traffic controller mobility could improve capacity and scalability for airlines. Air traffic controllers are soon likely to get the same convenience as remote workers since the European Organization for the Safety of Air Navigation sees remote air traffic control as a solution to the unpredictable demand within European airspace. Being an air traffic control operator (ATCO) can be an intense and stressful job.

Still, it is nonetheless one of the most necessary jobs in the aviation industry because, without it, air travel would not be feasible or safe.

The commercial aviation industry in Europe has been suffering financial losses due to ATCO capacity and staffing issues. Airline businesses are losing both time and money, and EUROCONTROL is investigating a potential solution: implementing more air traffic control operator mobility. The implementation of increased ATCO mobility could create a more dynamic and adaptable air navigation service in European airspace. Traditionally, ATCO mobility refers to a staff member physically relocating to another airport, or more specifically, an air control centre (ACC).

Source –Aviation Today



Soon will fly the world's first cargo drone airline

A European aircraft manufacturer has built a pilotless aircraft to power the world's first cargo drone airline. Bulgaria's Dronamics will soon debut a pilotless cargo aircraft the size of a delivery van, named Black Swan. The aeroplane boasts 50 per cent lower costs than competing aircraft, a 770-pound payload, and a 1550-mile range. The pilotless drone has been certified to carry freight in the European Union starting in 2023. The concept is the brainchild of Bulgarian brothers Konstantin and Svilen Rangelov. The pair started looking into the market in 2013 when Amazon began dabbling in drone deliveries. However, the brothers saw logistical difficulties in sending small drones, like Amazon's, to deliver directly to homes and believed there was a better way of getting personal packages to each customer. However, they saw logistical difficulties in sending small drones, like Amazon's, to deliver directly to homes and believed there was a better way of getting personal packages to each customer. In Bulgaria, the cargo is flown into Sophia, offloaded onto a big truck, driven hundreds of miles, and then offloaded onto a smaller van that delivers the package to individual sites.

Source – Business Insider



Amazon debuts Next-Gen drone design and fulfilment robot



Global logistics giant Amazon has welcomed the outside world to its new robotics manufacturing facility, BOS27, in Westborough in the US. The 350,000-square-foot facility opened in October 2021 and brings together a research and development lab. Amazon unveiled several new technical innovations set to be deployed across its operations, including a lighter, more durable drone for deliveries and a new robotic system than can handle individual product sorting. Just as customers in select US cities begin receiving their first Prime Air drone deliveries, Amazon showcased a Next-Generation delivery drone that will hit the air in 2024. The MK30 is lighter, smaller, quieter and more durable than its predecessor, the MK27-2, which is the model that will be used until the MK30 is ready. Drone delivery has been a decade in the making at Amazon, but the company is clear that it believes drones will be a necessity shortly. To sustainably deliver a vast selection of items in under an hour, and eventually within 30 minutes, at scale, drones are the most effective path to success, it said about the new MK30 drone. The MK30 features an increased range, expanded temperature tolerance and the ability to fly in light rain, vastly expanding the use cases under which customers will be able to select drone delivery for their Amazon orders.

Source –RFID Journal

NASA studying Unmanned Systems Traffic Integration

NASA is working with the US FAA and other disaster response agencies to figure out how to integrate unmanned aerial systems and deploy an Unmanned Aircraft System Traffic Management (UTM) to improve disaster response efficiency. Autonomous aircraft manufacturer Xwing has been selected to participate in a study of how commercial unmanned aerial systems, such as its forthcoming autonomous aircraft, would interact with general aviation traffic and in complex operating environments. The Crosscutting Operations Strategy and Technical Assessment (COSTA) project is spearheaded by the Federal Aviation Administration and also has support from NASA. Xwing's partnership with the FAA's COSTA program is a logical step in bringing his company's vision for autonomy to life. That's because outside of structured flying operations in and out of airports, operators also use aircraft for things like aerial firefighting, he said. Operators also have to deal with scenarios, such as pop-up TFRs, which means deploying all-around autonomy. In February 2021, Xwing demonstrated a fully automated gate-to-gate operation of a Cessna Caravan turboprop retrofitted with their technology.

Source - Flying Magazine

Autonomous robots soon for food deliveries in airports

Sometime this year, an autonomous robot might deliver food from an airport restaurant to your gate. The idea for Ottobot, a delivery robot, came out of a desire to help restaurants meet the increased demand for takeout orders during the pandemic. Ottobot can find its way around indoor spaces where GPS can't penetrate. Ottonomy has raised more than US$4.5 million in funding Today, Ottobot is being piloted not only by restaurants but also by grocery stores, postal services and airports. The company is focused on three qualities: full autonomy, ease of maneuverability, and accessibility. Ottobot reduces delivery costs by up to 70 per cent and it can reduce carbon emissions for small-distance deliveries by almost 40 per cent. The Ottonomy has worked with Cincinnati/Northern Kentucky Airport. The facility wanted to give passengers the option of having food from the airport's restaurants and convenience stores delivered to their gate, but it couldn't find an autonomous robot that could navigate the crowded facility without GPS access. To substitute for GPS, the robot used 3-D LIDARS, cameras and ultrasonic sensors. The LIDERS provide geometric information about the environment. The cameras collect semantic and depth data and the short-range ultrasonic sensors ensure that the Ottobot detects poles and other obstructions. The Ottonomy team wrote its software to enable the robot to create high-information maps—a 3D digital twin of the facility. The safety mechanism also notifies an Ottonomy engineer if the robot's battery runs low on power. The team took its inspiration from electric-powered wheelchairs. All four of the Ottobot's wheels are powered and can steer simultaneously—which allows it to move laterally, swerve, and take zero-radius turns.

Source – Spectrum



NASA research to help mitigate risks around airports

To keep our busiest airports in the US running smoothly, thousands of people and systems work harmoniously to manage the risks associated with commercial passenger and cargo transport. Aviation safety research suggests that most safety-related events are affected by three main hazard categories: airspace, environment and human workload. While some potential hazards and flight risks are predictable hours in advance, others are not and, currently, they are being tracked in and relayed from different systems. In partnership with NASA's System-Wide Safety (SWS) project, Robust Analytics, an aviation technology company, has developed a technology solution SafeFlight that monitors multiple risk factors in one system and also predicts when multiple risks may happen simultaneously and reduce airspace safety. Using SWS project research on terminal-area safety hazards to prioritize the monitoring of risks, SafeFlight integrates and tracks specific variables to predict changes in airspace safety margins and identify flight risks.

Source - NASA

Hydrogen technology demonstrator flights to start in 2023

The first flights of a pair of hydrogen-powered technology demonstrators are set to happen early in 2023. Rivals ZeroAvia and Universal Hydrogen were making final preparations to begin their respective flight tests with Dornier 228 and Dash 8-300 twin turboprop regional airliners. In December 2022, the UK Civil Aviation Authority (CAA) issued a permit to fly for ZeroAvia's 19-seat Dornier 228, which has been involved in ground tests at Kemble Airport in England for several months. One of the aircraft's Honeywell TPE-331 turboprop engines has been replaced with the US-based start-up's hydrogen-electric powertrain. ZeroAvia, which has received funding from the UK's HyFlyer II program, is aiming to have finalized the production configuration for the ZA600 propulsion system by the end of 2023. The company is aiming to have the first aircraft converted under supplemental type certificates and in commercial service during 2025. It has reported "pre-orders" for 1,500 of the 600 kW engines and has been working with airlines preparing to begin operations.

Source – Future Flight