GOVERNMENT OF DUBAI

هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

ViaDubai عبر دبي

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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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Cargo Airline Ameriflight to operate Delivery Drones

Top US cargo carrier Ameriflight has received approval from the Federal Aviation Administration (FAA) to operate drone deliveries as part of its regular services, and will soon begin using California-based UAV developer Matternet's M2 craft and navigating systems to launch that activity. Ameriflight, which calls itself the la



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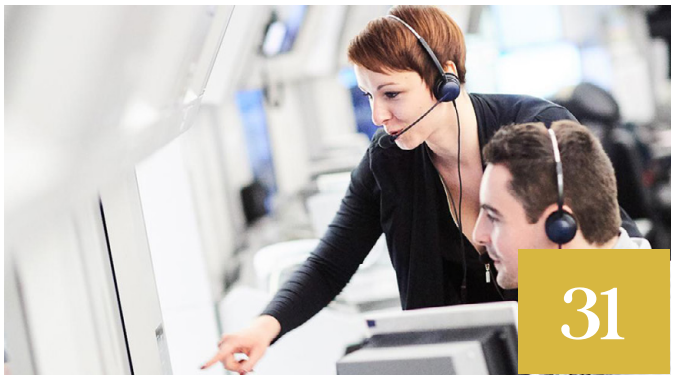


A global standard for airlines for safety reporting

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Eurocontrol publishes study on ATC mobility

The European Organization for the Safety of Air Navigation which is working to achieve safe and seamless air traffic management across Europe with 41 member-states, has released a paper on whether improving air traffic controller mobility could improve capacity and scalability for airlines.



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Will commercial aircraft soon be flown by a single pilot?

Airlines and aircraft manufacturers have been testing the likelihood of, and the technology for implementing, single pilot operations in some capacity. However, even before the concept can be enacted, other stakeholders within the industry have been pushing back against the technology, including some of the most famous names in aviation.



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Our Vision

The World Airport, Dubai

Our Mission

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

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Our latest projects



Emirates Airline has been making unremitting efforts towards keeping pace with the 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), towards making Dubai as 'the airport of the world' and establishing the emirate's reputation as the best global travel centre, by adopting the best applications and modern technologies to meet the expectations of travellers now and in the future.

The inspection tour made by His Highness Sheikh Mohammed bin Rashid to the Emirates Airlines facility for travel procedures at the Dubai International Financial Center comes within this framework and is aimed at reviewing major achievements made by the world's largest long-haul airline.

We were honoured with his visit, which provided us with the opportunity to explain to him the services provided by this facility, one of our latest projects, and the multiple options it provides to customers to complete their travel procedures smoothly.

In addition to baggage delivery, shopping for travel essentials, and saving time at the airport, they can experience smooth service through self-service kiosks, at the counters at Emirates Airline agents, or with the help of 'Sarah', the world's first robotic check-in assistant, and enjoy spending time to unwind themselves before their flights, with complimentary access to select upscale amenities and exclusive discounts and special offers across a range of restaurants, gyms, and luxury stores.

This new service, launched by Emirates, is an additional step on the road to leadership and excellence, in line with the vision of our wise government, to consolidate Dubai's reputation as the best global travel centre and to enhance the satisfaction and loyalty of passengers.

It is a promise we made to ourselves, and we are moving towards achieving it, relying on an insightful vision and boundless passion for the constant race in the leadership and excellence domains.

Ahmed bin Saeed Al Maktoum

Better Air Mobility



Two months and eight days before the world's first successful controlled powered flight took off in December 1903, The New York Times commented: "The flying machine which will really fly might be evolved from one million to ten million years, provided we can eliminate drawbacks and embarrassments as the existing relation between weight and strength in inorganic materials."

It took 11 years from that landmark journey for the start of the world's first scheduled passenger airline. Over the next decades, civil aviation continued its amazing journey of growth and expansion. In 1981, the Harvard Business Review talked about 'technology becoming a competitive weapon' as technological changes and innovations surfaced quicker. The global air transport industry handles about 120,000 flights and 12 million passengers a day. The sector now supports US$2.7 trillion in global economic activity.

Dubai pioneered the 'Open Skies' policy and unfalteringly developed the civil aviation sector as a leading contributor to its GDP. It is one of the 10 cities in the world whose airport handled over a billion passengers in history. The dynamic emirate is not sitting on its past laurels but is brimming with ambitious plans. It has set out to utilize mind-boggling technologies while expanding and improvising its aviation infrastructure. It is at the forefront to tap new aerial mobility opportunities like Advanced Aerial Mobility (AAM), a disruptive method of aerial transportation.

Dubai is working to create new infrastructure, laws and regulations for AAM and Urban Air Mobility (UAM). Autonomous Vehicles (AVs) company Cruise will launch its first international robotaxi service in Dubai, with plans to have up to 4,000 vehicles in operation by 2030. Dubai is the first non-US city in the world to put on the road Cruise Origin, the first purpose-built all-electric self-driving vehicle. Cruise will be the exclusive provider of the services until 2029 and will help Dubai convert 25 per cent of total trips into self-driving ones across different modes of transport by 2030.

At the 18th Dubai Airshow scheduled in November, AAM will be under the spotlight at the platform whose theme is 'The Future of the Aerospace Industry'. The much-awaited show will have a new pavilion dedicated to AAM. His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, earlier unveiled plans for air taxis flying in Dubai in the coming years. He also approved plans to develop 'vertiports' as part of the air mobility infrastructure network. Authorities are establishing the world's first AAM integrator facility in Dubai South. The first-ever vertiport certification process in the world is also underway. There will be the opportunity to explore aerial transport solutions like drones, UAVs, UAMs and eVTOLs, at the AAM pavilion, along with an eVTOL flying display.

At the Dubai Civil Aviation Authority, we have endeavoured to utilize every emerging technology and innovative idea to further the growth of civil aviation in an amazing fashion during the remainder of the 21st century. Like the previous editions, this year's Dubai Airshow will be utilized by us for strong participation to reach out to the aviation industry stakeholders to consolidate our strong standing on the world aviation map. As His Highness Sheikh Mohammed rightly remarked, we are on a constant voyage of discovery.

Mohammed Abdulla Ahli



DCAA receives the Emirati researcher Dr. Abdullah Yousef Ahmed Al Hosani

His Excellency Mohammed Abdulla Ahli, Director-General of Dubai Civil Aviation Authority, received at his office an Emirati researcher, Dr Abdullah Yousef Ahmed Al Hosani, who presented him with a copy of his book, The Legal System of Outer Space, in the presence of Mohammed Abdullah Linjawi, Executive Director of the Aviation Security and Accident Investigation Sector, and Khaled Al-Jaber, Senior Vice President for Operations at the Dubai Air Navigation Services, and Mattar Al-Ketbi, Head of Air Transport Operations Department at the DCAA. Dr Abdullah Al-Hosani, through this book, seeks to open new horizons for the Emirati project and its future. The researcher dealt with the experience of the UAE in the space sector, thereby contributing to the distinguished enrichment of the UAE and international legal knowledge in the space domain.



Ibraham Al Sabt gets Master's degree in Air and Space Law

Mohammed Abdullah Lengawi, Executive Director of the Aviation Security and Accident Investigation Sector at Dubai Civil Aviation Authority, received in his office a Master's thesis from Ibrahim Al-Sabt, an investigator in aircraft accidents, on air and space law, in the presence of Saud Abdul-Aziz Kankzar, Executive Director of Air Transport and International Affairs Sector at the Authority.
The thesis had been submitted to the University of Sharjah's College of Law under the title 'Management of Astronautics - Legal Challenges Resulting from Launching Swarms of Satellites to Low Earth Orbit'. Through the thesis, the Air and Maritime Navigation has been compared to propose a legal system for the management of astronautics. By choosing this specialization, Ibrahim Al-Sabt aims to help the civil aviation sector. DCAA officials expressed their words of appreciation to him for his scientific achievement and wished him more success in the future.



DCAA meets Meydan free zone team

The Director of the Air Transport Department at DCAA, Abdullah bin Khadiya, met a delegation from the Meydan Free Zone, a mixed-use facility in Nad Al Sheba for all types of businesses, including aviation, which called on him at the DCAA headquarters. The free zone is evolving into a growing ecosystem where businesses enjoy a robust, secure and sophisticated business infrastructure and support services. During the meeting, several issues related to the air transport sector in the Emirate of Dubai were discussed. They explored the ways and mechanisms for comprehensive coordination and cooperation to enhance the joint work and introduce the best services with high-quality standards. Visits between the decision-makers of various governmental organizations and strategic partners are designed to serve the expanding civil aviation sector in Dubai.

DCAA participates in Dubai Helicopter Conference 2023



The Dubai Civil Aviation Authority (DCAA) has participated in the 2023 edition of the Dubai Heli Show, the only international conference in the Middle East dedicated to helicopters. Saud Abdulaziz Kankzar, Executive Director of the Air Transport Sector and International Affairs, represented the DCAA as one of the main speakers at the conference on its first day. He stated: “The Dubai Helicopter Conference represents a fruitful opportunity to develop the aviation sector and contribute to the advancement of the helicopter industry and its related activities, and aviation safety, which may contribute in the future to adopting and adopting innovative methodologies that enhance the efficiency of the sector and push its path forward.” The 10th edition took place at the Museum of the Future in Dubai. It had been a key platform for the industry stakeholders in the MENA region. The biennial Helicopter Technology and Operations Exhibition had been launched in 2004. The conference provided unique opportunities for participants to interact, meet and help shape the future of the civil rotorcraft and unmanned aviation industry.



UAE to host 80th IATA AGM in Dubai next year



The International Air Transport Association (IATA), whose about 300 member airlines comprise 83 per cent of global air traffic, will host its 80th Annual General Meeting (AGM) and the World Air Transport Summit in Dubai for two days from 2nd of June in 2024."Dubai is a dynamic city and a major aviation hub connecting the world. The UAE's positive approach to aviation has built a strong airline with a strong hub airport. Together, these make an enormously powerful and positive contribution to the society and economy of the UAE. Holding the AGM in Dubai will be a showcase of what can be achieved by aviation with supportive government policies and decisions," said Willie Walsh, IATA's Director- General. Emirates Airline and Group expressed its delight over getting the opportunity to host the IATA's AGM and World Air Transport Summit in Dubai in 2024," said Sir Tim Clark, President of Emirates, the world's largest long-haul airline. The decision to host the 80th IATA AGM was made by the 79th AGM held in Istanbul. This will be the first time the UAE and Dubai will host the global gathering of aviation's top leaders. This meeting takes place as the global aviation industry profits are expected to reach US$9.8 billion in 2023, more than double the forecast of US$4.7 billion, due to the increased demand for air travel as the industry recovers from the impact of the pandemic.

Source –IATA

EAG adds first BBJ to its charter fleet



Empire Aviation Group added its first BBJ to its charter fleet in June. Empire Aviation Group, a leading provider of integrated private aviation solutions, has announced the registration of a Boeing Business Jet (BBJ) under management for commercial charter services. The leading provider of integrated private aviation solutions announced the registration of a Boeing Business Jet (BBJ) under management for commercial charter services. BBJ is an ultra-large-cabin, long-range aircraft that can accommodate 18 passengers for various types of operations, such as business, private charter, corporate and head-of-state missions. The BBJ is based on the Boeing 737-700 commercial airliner and can fly up to 12 hours non-stop and cover distances of up to 6,200 nautical miles at speeds of up to 541mph, depending on the number of passengers. The spacious passenger cabin features a custom interior design by the renowned Paris-based designer Alberto Pinto. It is divided into four main areas - a boardroom, lounge, VIP en-suite bedroom, business office and two restrooms, one with a shower. The BBJ is configured for 18 passengers and will operate with four crew members. The aircraft offers a range of amenities for passenger comfort and convenience, such as an inflight entertainment system, a fully equipped galley, LED lighting and three cabin humidifiers, Satellite communications and Internet access, an onboard server and a multifunction office services station.

Source –TTN



flydubai to have a five million seating capacity this summer

Dubai's fastest-growing budget airline flydubai is all set to raise the summer seating capacity to five million this year. It plans to launch nine destinations between June and September. It is likely an exceptionally busy summer, according to its CEO, Ghaith Al Ghaith. This would mean an additional one million capacity to what the airline is operating now. The plan for the summer comes after the carrier put in a strong Q1 2023, with passenger numbers up 50 per cent to 2.35 million. The number of flights totalled 19,000 in the three months. "We've never seen passenger traffic and business as much as we are experiencing this year and the last," he said. The airline launched its latest premium business class seat at this year's ATM, which would be deployed to six destinations by the end of Q1 of 2024. A growing resident base and increases in the number of expats choosing to lead a retired life in the emirate have also driven air traffic. "Right now, point-to-point business is growing faster than the transit business at Dubai International Airport," he said. The airline has launched 12 new destinations this year. It is launching nine new destinations over the summer to Mykonos, Cagliari, Corfu, Tivat, Trabzon, Bodrum, Dubrovnik, Santorini, and Batumi. Corfu and Cagliari are the new launches. "We are boosting our capacities and hope prices stay stable. But none of this has hampered demand," he said. The carrier is expecting delivery of 17 aircraft from Boeing this year.

Source –Gulf News

EK plans new wide-body aircraft order

The airline is looking at Airbus Emirates, the world's largest long-haul airline, is considering Airbus A350s, Boeing 777Xs and 787 Dreamliners as part of a move to replace and expand its fleet. The wide-body aircraft order is to expand its fleet to meet the higher travel demand. A350s, Boeing 777-9s and "possibly" the smaller Boeing 787 Dreamliners, its long-serving President Tim Clark told a round-table at the 79th annual general meeting of the IATA in Istanbul. "We are in the market for buying quite a few more aircraft," he said. However, he declined to provide the size of the aircraft order or the timetable for the placement of the order. EK currently operates a fleet of 260 aircraft. It has existing orders for 50 Airbus A350s, 117 Boeing 777Xs and 30 Boeing 787-9s. The airline is in the middle of a US$2 billion program to retrofit more than 100 of its Airbus A380 jets and Boeing 777s as it awaits the delivery of A350s in the summer of 2024, as well as the long-delayed 777Xs. The A380s are scheduled to start exiting operations between 2032 and 2033. Its Boeing 777X deliveries have been delayed for five years due to plane certification and engine issues. "We will be getting the entry into service in the last quarter of the calendar year 2025," he said. With Airbus ending production of the A380s, Boeing's 777-9 is the only bigger wide-body aircraft option, he added. Emirates swung to a record annual profit on strong travel demand.

Source – The National



Sheikh Mohammed visits check-in facility of Emirates Airlines at Dubai neighbourhood

Hands-on Governance

His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice-President and Prime Minister of the UAE and Ruler of Dubai, was recently spotted at DIFC in Dubai, visiting an Emirates city check-in centre. The Dubai Ruler is a hands-on leader who often drops by organisations around the emirate to inspect the work going on. Photos shared on social media show Sheikh Mohammed bin Rashid at the centre, with Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority, Chairman of Dubai Airports and Chairman and Chief Executive, Emirates Airline & Group.

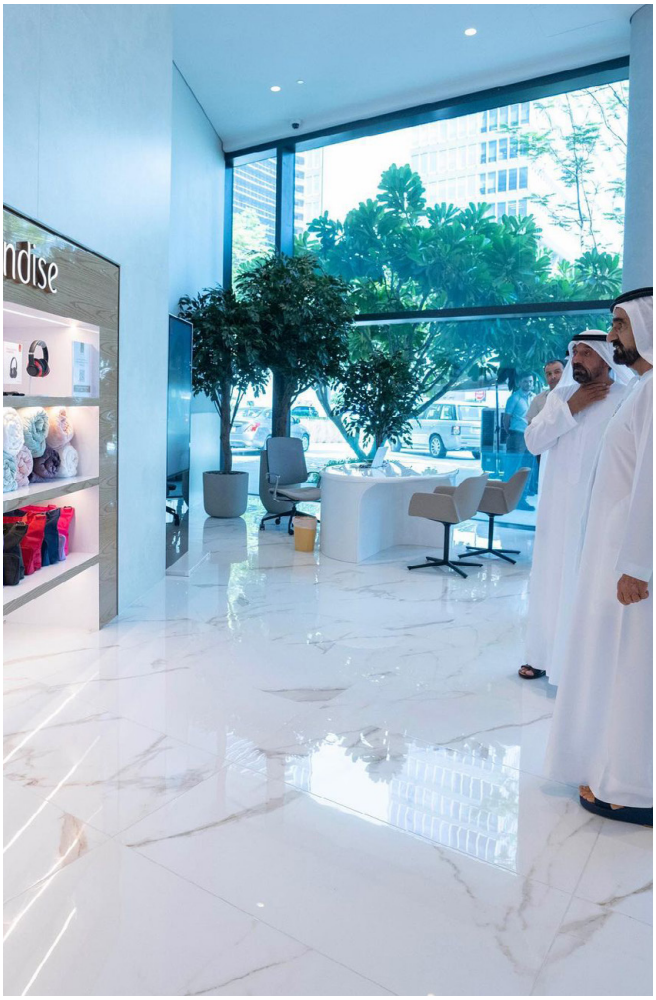
Source -Khaleej Times




EXPERIENCE




Emirates





Emirates Group plans 'mammoth' recruitment drive to support growth



The Emirates Group is planning a “mammoth” global recruitment drive in 180 roles as it boosts its workforce for its next major growth phase.

The Dubai-based international aviation company is seeking to hire cabin crew, pilots, engineers, IT professionals and customer service agents at both Emirates and data, it said on Tuesday.

“We are using the latest technologies such as digital assessments, artificial intelligence and other top-notch recruitment systems to shortlist, select and respond to candidates in the most efficient and effective ways,” said Oliver Grohmann, senior vice president of human resources.

Oliver Grohmann: Our focus is on recruiting the best talent, the brightest minds and those most fit for the various roles that will support and drive our future growth and expansion

“Our focus is on recruiting the best talent, the brightest minds and those most fit for the various roles that will support and drive our future growth and expansion.”

Emirates Group ended its financial year on March 31 with more than 102,000 employees, after it added 17,160 to its workforce in various roles throughout the year. In the last financial year, it received about 2.7 million applications globally for positions across the organisation.

The group's hiring spree – which it described as “mammoth” – comes as the airline expands its network after a strong rebound from the Covid-19 pandemic and adds capacity with the delivery of new Airbus A350s starting in mid-2024 and Boeing 777X wide-bodies from 2025 onwards.

Emirates Airline is ramping up operations and growing its workforce as it forecasts growth amid a “buoyant travel market” and an “optimistic outlook overall”, it said.

Emirates' plans to boost its employee base comes as the global aviation industry faces a labour shortage in all areas of the business, from pilots to baggage handlers, ticket agents, flight attendants and aircraft mechanics.

The International Air Transport Association expects passenger traffic to recover to 2019 levels in 2024, with North America leading the pack in 2023, followed by Europe, Latin America and the Middle East in 2024, and Africa and the Asia-Pacific region in 2025.

Encouraged by the increased travel demand, airlines continue to invest in new aircraft and technology to ramp up their operations after the pandemic forced them to ground aircraft and retire older models.

However, the pace of hiring has been relatively slow compared with the quicker-than-anticipated recovery in travel demand, after many aviation workers were laid off during the pandemic and moved into other, more flexible occupations.

Still, UAE airlines such as Emirates and Etihad Airways have hired cabin crew and pilots during recruitment drives in cities all over the world as travel demand rebounded. They have received more applications than the number of available vacancies.

The global commercial aviation industry will need to recruit and train an estimated 1.18 million workers by 2032 to fill vacancies arising from retirement, attrition and the expansion of the aviation industry, CAE said in its 2023 Aviation Talent Forecast report in June.

The Middle East's commercial aviation sector's demand is for 28,000 commercial pilots, 22,000 commercial maintenance technicians and 78,000 cabin crew in 10 years, the Canadian aviation training company said.

Source - The National News



Mohammed bin Rashid visits Emirates Engineering Centre; briefed on largest-known aircraft cabin retrofit programme

His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, toured the Emirates Engineering Centre, accompanied by His Highness Sheikh Maktoum bin Mohammed bin Rashid Al Maktoum, First Deputy Ruler of Dubai, and Deputy Prime Minister and Minister of Finance of the UAE; and His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority and Chairman and Chief Executive of Emirates Airline and Group.

H.H. Sheikh Mohammed reviewed various aspects of the airline's ongoing cabin refurbishment programme – from an A380 entirely stripped of its interiors being prepped for its cabin makeover, to a newly refurbished aircraft that has been equipped with Emirates' latest Premium Economy product and cabin interiors.



His Highness, along with his entourage, also visited the airline's state-of-the-art cabin workshops and watched a demonstration of how aircraft safety slides are deployed and tested. He also met with the team of highly skilled engineers and technicians working on the retrofit programme. Emirates employs over 5,500 people in various roles in its Engineering division. UAE nationals make up 60% of the workforce while female talent comprises nearly 20%.

The Emirates Engineering Centre is among the most impressive civil aviation maintenance facilities in the world, capable of servicing Emirates' modern fleet of 260 aircraft. The 400,000 square metre state-of-the-art facility features 12 fully air-



conditioned hangars which form the largest free-spanned structures in the Middle East that include hangars with roofs supported by 110-metre-long single spans.



Emirates' massive retrofit programme is part of a US$2 billion commitment to ensure its products and services remain the best in the sky. Over two years, the programme will upgrade the cabin interiors of 120 Emirates aircraft. The refurbishment of each aircraft currently takes about 21 days, requiring over 1,000 man-hours per day. This is the largest known cabin retrofit project in aviation to date, all the work for which has been done entirely in the UAE.

Since the programme began in November 2022, the Emirates Engineering Centre has completely refurbished 14 A380s, enabling the airline to offer its Premium Economy product and latest cabin experiences on popular routes such as London Heathrow, New York JFK, San Francisco, Houston, Sydney, Melbourne, Auckland, Christchurch and Singapore. As the rollout of the retrofitted and enhanced Emirates A380s featuring a four-class configuration picks up pace, Premium Economy will be deployed on flights to more global destinations.

H.H. Sheikh Mohammed bin Rashid and his entourage also visited Terminal 2 at Dubai International Airport, which apart from being the operational base of flydubai also provides services to 18 other airlines. His Highness was briefed on the airport's operations, including processes to expedite passenger procedures and its preparations to handle increased travel movement during the summer holiday season as well as its efforts to cope with the continuous growth in the volume of passengers at Dubai Airport. His Highness expressed his appreciation for Dubai International Airport's remarkable development under the leadership of H.H. Sheikh Ahmed bin Saeed Al Maktoum, as well as its growth into a major global aviation hub and its ranking as the world's busiest airport for several consecutive years



The Airport received more than 66 million passengers in 2022 and more than 21 million passengers in the first quarter of 2023, which represents a growth of 55.8% from Q1 2022. His Highness was briefed about the services provided to passengers in Terminal 2 and the Airport's efforts to provide a safe and comfortable travel experience for passengers from across the world.

ME airline summer bookings are up 43 per cent



Airline passengers in the Middle East region are confident of smooth travel through airports this summer, with advanced bookings up 43 per cent, according to the International Air Transport Association (IATA). The global airline body reported high levels of confidence among passengers for the peak summer travel holiday season. The Middle East has seen advanced bookings for May to September increase by 42.9 per cent as travellers have increased travel confidence following disruption during the pandemic. This corresponds with global first quarter 2023 forward bookings data for May to September, which is tracking at 35 per cent above 2022 levels. The survey, covering 4,700 travellers in 11 countries, shows that 79 per cent of travellers surveyed said that they were planning a trip in the June to August 2023 period. About 85 per cent said that peak travel season disruptions should not be a surprise and 80 per cent said that they expected smooth travel with post-pandemic issues having been resolved Nick Careen, IATA's Senior Vice President for Operations, Safety and Security, said: "Expectations are high for this year's peak Northern summer travel season. For many, this will be their first post-pandemic travel experience. While some disruptions can be expected, there is a clear expectation that the ramping-up issues faced at some key hub airports in 2022 will have been resolved. To meet strong demand, airlines are planning schedules based on the capacity that airports, border control, ground handlers, and air navigation service providers have declared. Over the next months, all industry players now need to deliver".

Source –Arabian Business

Biman Bangladesh codeshare deal with Gulf Air

For the first time in its history, the national carrier of Bangladesh has entered into a codeshare agreement with the Bahraini flag carrier. The agreement with Gulf Air will help it to further enhance its international network and maximize its passenger capacity. Bangladeshi passengers will be able to travel to more destinations in Europe and US. Gulf Air officials are scheduled to visit Dhaka soon to sign the codeshare agreement with Bangladesh's flag carrier. As a result of code sharing, Biman will get indirect passage to more destinations in Europe through Gulf Air, according to Biman Managing Director and CEO Shafiul Azim. Both airlines will share the profits earned from operating flights on routes under the codeshare agreement. This is the first time Biman is entering into a codeshare agreement. A codeshare agreement is an airline business arrangement where two or more airlines share the same flight and a seat can be purchased on one airline but is operated by a partner airline under a different flight number. In H2 of 2022, Biman operated with 23 per cent vacant seats on various international destinations. A report covered seat vacancies in 68 destinations. According to officials, 1,477,456 tickets were available in various overseas destinations from June to November 2022. Among them, 1,135,974 seats were booked.



Source - The Business Standard



Saudi Airports to handle 1.7 million Hajj pilgrims

Six international airports in Saudi Arabia, four of them being among the world's top 100 airports, are receiving pilgrims arriving for this year's annual Hajj pilgrimage beginning July-end. These airports will handle 1.7 million pilgrims during the season via 7,700 flights coming from across the seven continents. The General Authority of Civil Aviation (GACA) has upgraded its international airports, especially those receiving pilgrims, in cooperation with the Ministry of Hajj. Four of these airports ranked in the world's top 100 airports, in 2023. Geographical distribution was taken into consideration while selecting the international and regional airports to receive pilgrims around the clock. A study of pilgrim flights over the past years shows that approximately 1.3 million pilgrims arrived by air during the 2014 season; a number not far from that accomplished in the following year. Numbers were, notably, increasing during the Hajj season, in 2018, where Saudi airports received 1.8 million pilgrims. Foreign pilgrims, travelling to Saudi Arabia by air in 2019, were 93 per cent of the total numbers which reached 1.7 million foreign pilgrims. The Ministry of Hajj has taken proactive steps to support the facilitation process, effectively saving time and effort for other involved stakeholders and the arriving pilgrims. It launched awareness campaigns in several countries to introduce the pilgrims to aviation systems, customs, and directives via using 11 languages, to ensure delivering its awareness messages clearly to the largest possible numbers.

Source - Aviation Source News

Oman airports handled three million passengers in Q1

The number of passengers making use of the airports of the Sultanate of Oman increased to more than three million by the end of March 2023, according to a report by Oman News Agency (ONA). The number of passengers through the airports of Oman increased by 88 per cent until the end of March 2023, recording 3,287,015 passengers, compared to the same period in 2022, which numbered 1,746,259 passengers, according to statistics issued by the National Centre of Statistics and Information. The number of passengers through Muscat International Airport at the end of March 2023 reached 2,959,829 passengers, compared to 1,473,818 passengers until the end of March 2022, an increase of 100.8 per cent. The number of flights through the airport itself also increased by 93.9 per cent, to reach 22,145 flights, compared to 11,419 flights by the end of March 2022. Additionally, the number of passengers through Salalah Airport increased by the end of March 2023 by 34.2 per cent, to reach 304,538 passengers on board 2,184 flights.

Source –Zawya

Qatar gets L-Band radar to enhance air navigation

Qatar has enhanced its air navigation operations with a long-range L-Band radar installed in the north of the Arabian Gulf nation. Supplied and installed by Thales, the L-band radar complies with state-of-the-art technology and the latest national and international standards. It will be covering the Doha Flight Information Region (FIR) with a range of 250 nautical miles (about 400 kilometres), and it can detect aircraft from a height of 3000 to 65000 feet. The radar and systems are connected to the operations of the Qatar Air Traffic Control Center. With the start of managing the first phase of the Doha Flight Information Region and as Qatar is starting to fully manage the region for the country's airspace, this radar constitutes a qualitative addition to the work of air navigation and an essential step in the field of developing the services it provides, and to enhance its previous achievements, and an affirmation of its continuous approach to making the future of the aviation industry in Qatar more efficient and developed, officials said. Several Qatari engineers from the Air Navigation Department were sent to French giant Thales for hands-on training in the operating mechanism of the radar.

Source – The Peninsula



Cargo Airline Ameriflight to operate Delivery Drones



Top US cargo carrier Ameriflight has received approval from the Federal Aviation Administration (FAA) to operate drone deliveries as part of its regular services, and will soon begin using California-based UAV developer Matternet's M2 craft and navigating systems to launch that activity. Ameriflight, which calls itself the largest Part 135 cargo airline in the US, says its FAA exemption to add Matternet UAVs to its operation makes it the first legacy freight carrier permitted to add drone deliveries parallel to its freight transportation using traditional aircraft. The Dallas-based company said it plans on using broad flight and production approvals Matternet's M2 has received from regulators to prepare the launch of the first fully functioning large-scale drone operation in the US. It will look to provide commercial delivery for health care and e-commerce clients to their customers in dense urban and suburban environments across the country. In building up to that, Ameriflight initially plans on transporting medical samples and small-batch pharmaceuticals for partnering companies, before steadily expanding payloads to broader commercial goods. Ameriflight will deploy Matternet drones for what will likely be primarily last-mile delivery services as an additional activity too – not instead of – the long- and medium-haul cargo transportation flown by its large fleet of traditional planes. The new services will use M2 UAVs and operating tech from a remote network operations centre, allowing Ameriflight to safely expand its network while maintaining what CEO Alan Rusinowitz called the highest level of pilot operator supervision and flexibility. Matternet's technology is at the forefront of autonomous innovation and provides a revolutionary solution for customers.

Source – Drone DJ

NASA's ASRS benefits commercial drone 0perations

Commercial drone operators can self-report incidents and accidents to NASA's Aviation Safety Reporting System (ASRS). By taking part in the program, operators can actively contribute to a system that is collecting data on aerial operations and making the airways safer for all forms of aircraft. They can also take steps to enhance public perceptions around un-crewed aerial systems and further an overall culture of accountability and self-improvement. Every UAS operator, commercial or recreational, should be routinely using the ASRS to report incidents or near-misses to raise the safety bar in the industry as a whole. A multinational, Fortune 100 technology services company, Cognizant has been a leading advocate and technology sponsor for the emerging UAV industry since the early 2010s. ASRS encourages all aviation professionals, including pilots, mechanics, ground personnel, and others, to submit reports to the ASRS "when they are involved in, or observe, an incident or situation in which aviation safety may have been compromised." Information from the reports is entered into an incident database, which is used to identify trends that may lead to accidents and incidents, including pilot errors, equipment failures, and more. ASRS is a voluntary, confidential, and non-punitive reporting system.



Source - Commercial UAV News

Schengen visas going digital



European Union member-states and lawmakers have reached an agreement to transform the current Schengen visa system into a primarily digital process, eliminating the need for a physical sticker in passports. Once formally adopted, the new law will enable most visa applicants to apply online, making the process 'easier, cheaper, and faster'. The change not only improves convenience but also enhances security within the Schengen area by reducing the risk of visa sticker falsification and theft. The Schengen area comprises almost all EU member countries, except Cyprus, Ireland, Bulgaria, and Romania, with the latter two expected to join in the future. Currently, visitors requiring a visa must obtain a Schengen sticker for their passports, but with the digitalization efforts, the visa system is transitioning towards a more streamlined and secure process. The incoming EU system will allow applicants to upload required documents and pay processing fees online, but certain cases, such as first-time applicants or individuals with new passports or changed biometric data, may still require an in-person appointment at a consulate or visa office. Schengen visa embassies located worldwide have received a total of 7,572,755 short-term visa applications in 2022, which despite being quite an increase compared to the two previous years, is still 55 per cent lower than the number of visas processed in 2019 before the outbreak of the pandemic. The Schengen countries had recorded 16,955,541 applications in 2019, 2,924,365 in 2020, and 2,926,104 in 2021. In 2022, a total of 5,939,896 visas were granted, while 17.9 per cent of the applications were rejected.

Source –The Economic Times

KSA plans further US$800 billion in tourism investments

The Kingdom of Saudi Arabia is set to invest a further US$800 billion on top of the US$1 trillion investment it has already made in tourism, with even more new projects set to come up in the kingdom over the next decade. This had been revealed by Saudi Tourism Minister at the 10th edition of the Arab-China Businessmen Conference. The country is attempting to reduce its reliance on oil by reinvesting in tourism, with developments worth more than US$1 trillion already underway. Tourism in Saudi Arabia last year counted for 4.5 per cent of the country's annual GDP - an increase of 1.5 per cent from 2019. By the end of the decade, Saudi wants to bring tourism contributions to its GDP up to 10 per cent. Among its current investments, US$110 billion is going solely on hotels, with more than 315,000 hotel rooms either planned or currently being built, most of which are luxury properties. Over the next five years alone, the number of hotel rooms in the kingdom is expected to double from its current number to around 200,000. These grand investments seem to be paying off. Under its Vision 2030, Saudi Arabia has set a target to hit 100 million visitors annually by 2030.

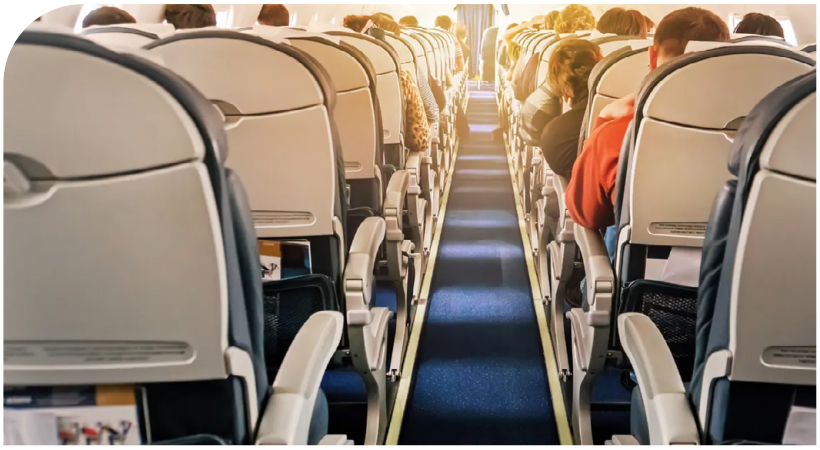


Source –Planet Attractions

THY to order record 600 new aircraft

Turkish Airlines is set to order a total of 600 new aircraft later this year, with deliveries to be spread over 10 years. It would be the largest in the airline industry's history by a single airline, eclipsing a record order by Air India for 470 Airbus and Boeing aircraft in December 2022. The carrier's fleet consisted of 414 aircraft as of the end-April, a figure that will rise to 425 by the end of this year. The fleet will increase to 810 aircraft by 2033. Its top management endorsed its 10-year strategic growth plan. The announcement marked a strong statement of intent as carriers that survived the pandemic fight for market share without waiting for global supply chains to stabilize. The new order would consist of 200 long-haul jets and 400 smaller narrow-bodies needed to feed the traffic. Its fleet is roughly split between Airbus and Boeing. The airline has ambitious plans to attract more traffic to its Istanbul hub, competing with European and Gulf rivals. The airline aims to lift the number of its passengers to 85 million this year, compared to about 82 million served in 2022. The carrier flew about 6.5 million passengers in April 2023, an increase of 31 per cent versus a year ago.

Source –Daily Sabah



A global standard for airlines for safety reporting

IATA, the global airline body, has stressed the importance of timely, detailed reports on aircraft safety incidents, noting that governments are not meeting their ICAO reporting obligations. It observes that from 2018-2022, just 96 of 214 accident investigations met the requirements laid out in the Convention of International Civil Aviation Annex 13 or the Chicago Convention. The wreckage of a China Eastern Boeing 737-800 that crashed in March 2022, with 132 passengers and crew. One year after the crash, the Civil Aviation Authority of China only issued a brief statement to state the investigation was ongoing. During the four years, just 31 reports were filed within less than a year of the accident, while 58 took from 1-3 years. "Over the past five years, fewer than half of the required accident reports meet the standards for thoroughness and timeliness," says IATA Director-General Willie Walsh. "This is an inexcusable violation of requirements stated clearly in the Chicago Convention. As an industry we must raise our voice to governments in defence of the accident investigation process enshrined in Annex 13. And we count on ICAO to remind states that the publication of a complete accident report is not optional, it is an obligation under Annex 13 of the Chicago Convention."

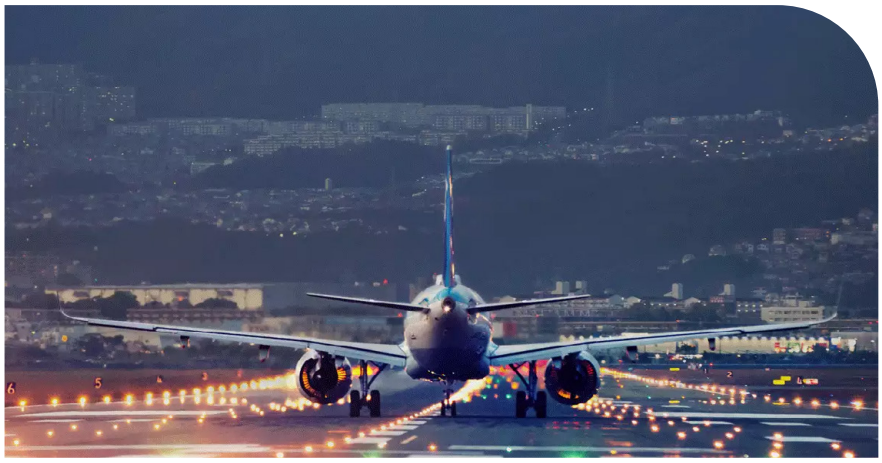
Source –Flight Global

IATA ties up for flight emissions data

The International Air Transport Association (IATA) and ATPCO have announced a partnership which will see ATPCO use IATA's CO2 Connect data in its Routehappy API offering later this year. Routehappy is an API that helps airlines and sales channels to convey expected "Amenities" of the onboard experience, including seat pitch and type, Wi-Fi, power, entertainment, and more, to consumers at the time of booking. ATPCO plans to create a new Amenity that will use IATA CO2 Connect data to help shoppers understand the carbon cost of various itinerary options. Willie Walsh, IATA's Director General, says IATA CO2 Connect is the most accurate tool for providing this information. ATPCO customers will be able to make travel decisions using carbon calculations benefitting from top quality. Routehappy Data has been the one-stop shop for airline merchandising data for years. Adding this needed data is another way for ATPCO to provide more value back to our airline and channel partners, and in turn the consumers. There is a growing interest from passengers, corporate, travel management companies, and travel agents to receive CO2 information so they can use it to compare flights and make a more sustainable choice. IATA's CO2 Connect offers airline-specific emissions data and we are looking forward to making this available to the growing list of Routehappy Rich Content partners.

Source – IATA

India eases norms for airlines to fly to new destinations



India's Directorate General of Civil Aviation (DGCA) has eased norms for Indian airlines to operate flights to a new international destination, at a time when local carriers IndiGo, Air India, Vistara, and Akasa Air are looking to expand their international footprint. It mentioned that they conduct an assessment of the preparedness of Indian airline operators before permitting their operations to a new foreign destination. The checklist for assessing a new destination has been pruned from 33 points to just 10 to make it easier for them to spread their network to hitherto unserved places. This systemic reform comes at a time when the Indian carriers are poised to expand their international footprint, it said. To further ease the process for grant of such permission the existing regulatory requirements have been comprehensively reviewed in consultation with all stakeholders. IndiGo will now fly to Africa and Central Asia with 174 new weekly flights between June and September of 2023. The airline will also launch connectivity to North America via a codeshare partnership with Turkish Airlines. It currently offers connectivity to 33 destinations in Europe via Istanbul under the codeshare partnership.

Source –Money Control

US airlines lost $1.2 billion during Q1

Airlines based in the US collectively started 2023 with a major loss of net profit, according to the US Department of Transportation (DOT). With each carrier's financial reports filed quarterly with the Bureau of Transportation Statistics, a more than $1 billion after-tax net loss was reported during the first quarter of 2023. The results are, however, an improvement from Q1 2022, where airlines recorded a more significant deficit. In addition, a pre-tax operating loss was reported last year, whereas an operating gain was experienced during the same period this year. According to the DOT, 26 scheduled US passenger airlines contributed to the financial results for Q1 2023. Jointly, the airlines reported an after-tax net loss of $1.2 billion and a pre-tax operating gain of $32 million. The result is nearly $4 billion better than last year's first quarter when the after-tax net loss amounted to $5.1 billion. Airlines also improved their operating results significantly this year. With a gain of more than $30 million in Q1 2023, a pre-tax operating loss of $5.2 billion was reported last year. Despite the improvements, Q1 2023's after-tax net income results showcase somewhat of a setback compared to the previous quarter.



Source –Simple Flying

Bordeaux Airport gradually rebuilding its route network

Bordeaux Airport has positioned itself to be an important part of the French airport ecosystem by launching a new five-year, €240 million strategy, 25 per cent of which is dedicated to sustainable development and ecological transition. The investment is "aimed at making its ecological transition, improving the quality of service for the customers, and being the best operationally." Before the pandemic, Bordeaux Airport had recorded 10 years of constant growth. Last year, it was buoyant about the return of traffic, forecasting that traffic would return to around 70 per cent of pre-pandemic levels. The optimism was well-founded, with the bonus of a diversified amount of traffic. Cyrielle Clément, Head of Routes Development at Bordeaux–Mérignac Airport, said like several other French and European airports, the typology of passengers that came back first post-pandemic was the Visiting Friends and Relatives (VFR), and then the Leisure. We are seeing the business coming back steadily. It's not yet to the level of 2019 because people have changed their habits in terms of working, but it's progressively coming back to the 2019 balance between VFR, leisure and business. So, we're very confident about getting back to those levels, he remarked. Bordeaux Airport is working towards gradually rebuilding its air route network - it hopes to regain the 2019 level by 2027.

Source –Aero Time



Navi Mumbai Airport to be operational by 2024



Located at the centre of the Mumbai Metropolitan Region (MMR) and spread over 1,160 hectares, the under-construction Navi Mumbai International Airport (NMIA) in Ulwe will become operational in 2024. The four-phase construction plan includes ways to make the airport one of the most energy-efficient and environmentally sustainable in the world. Officials say Navi Mumbai International Airport will be a milestone and will usher in the development of a new 'Third Mumbai' after Mumbai and Navi Mumbai. The airport will have the capacity to handle 2.5 million tons of cargo by 2032. It will be constructed in four phases with the first two phases likely to be completed by December 2024.

The four-phase construction plan includes ways to make the airport one of the most energy-efficient and environmentally sustainable in the world. According to media reports, all vehicles that will be used at the station will be electric, and charging stations will be installed across the airport. It will also extensively use green electricity, a large part of which shall be solar power generated on the site. The terminal's design is inspired by the lotus, India's national flower. The airport's building and runway are nearly finished, but essential services like baggage handling, dining options, and retail establishments are still under construction.

Source –Business Today

Albany and Miami airports get Accessibility Accreditation

Albany International Airport has become the first airport in the United States and fourth worldwide to receive an accreditation from Airports Council International that recognizes its accessibility for passengers with disabilities. Launched in 2022, the Accessibility Enhancement Accreditation program was designed to help airports evaluate and improve their accessibility management and culture. Airports Council International rated the Albany facility's performance at level three, the highest in the program. Recently, Miami became the second US airport to receive the accreditation. Albany has launched an app that connects people who are blind or have low vision to remotely located human agents that deliver instant access to visual information. The Accessibility Enhancement Accreditation program has been created by Airports Council International in September 2022 based on existing international best practices and recommendations, including those in the ACI Airport and Persons with Disability Handbook.

Source - Airports International



Deal to develop Tashkent Airport

Uzbekistan Airports and Singapore's Changi Airports International have inked an agreement to jointly develop the Islam Karimov Tashkent International Airport, the third busiest airport by passenger traffic in Central Asia since 2019. Uzbekistan, strategically located at the heart of Central Asia and the crossroads of Europe and Asia, has a bourgeoning tourism industry buoyed by its rich cultural heritage and natural beauty. Passenger traffic at Tashkent Airport, the country's main airport, exceeded pre-pandemic levels in 2022 to reach five million passengers. With robust traffic growth expected from a budding tourism industry, Uzbekistan Airports plans to optimize the operations of the current Tashkent Airport as well as develop a new airport that would help advance its trade and tourism potential. Under the agreement, CAI will provide consultancy and technical services to Uzbekistan Airports in the management and operation of the existing Tashkent Airport, which includes capacity optimization, improving operational standards, commercial planning and traffic development. CAI will also work with Uzbekistan Airports to develop and complete a feasibility study about the new Tashkent Airport Project.

Source - International Airport Review

Toronto Airport to deploy Next-Gen detection solutions

Liberty Defense Holdings has won a contract from the Greater Toronto Airports Authority to provide its walkthrough security detection portal for enhanced screening purposes. The Hexwave system by Liberty Defense, a provider of AI-based next-generation detection solutions for concealed weapons and threats, will be deployed at Toronto Pearson International Airport, Canada's largest airport. It plans to roll out the use of Hexwave in the second half of this year, working with airport stakeholders to assess the best locations to provide enhanced security and an improved screening experience in non-traditional areas of the airport. Unlike weapon detection technology, HEXWAVE uses millimetre waves, advanced 3D imaging, and AI to detect all types of concealed metallic and non-metallic threats and other prohibited items – without the passenger having to divest common items.

Source - Airports International

Delhi Airport to get its fourth runway

This September, Delhi Airport will get its fourth runway. Indira Gandhi International Airport is scripting a runaway success story with a three-phase plan to increase the flight handling capacity at India's busiest airport.

The biggest catalyst for this will be operationalizing the long-delayed fourth runway in September. Once that happens, the other two runways — the main runway between Terminal 1 and 3 and the one closest to the Shiva statue — will be closed for repairs and if all goes as planned, IGIA will have all four runways functioning within a year to boost its capacity to well over 100 flights an hour. The main runway (10/28) will then be shut for re-carpeting and should start handling flights before the year-end, or early next year.

By next June-July, IGIA will have all four runways operational. The Indian aviation sector is growing rapidly and we are preparing for better infrastructure and connectivity with a renewed focus on innovation. IGIA is the only Indian airport with three - and soon four - runways. Mumbai has two cross runways, with only one being used at a time. The current peak traffic handling capacity at IGIA in the three-runway configuration is 86 aircraft movements (ATM) per hour. The increase in traffic handling capacity with four runways is expected to rise 8-10 per cent, subject to certain operational requirements. DIAL is in the process of engaging a consultant for preparing a roadmap for capacity enhancement in the new configuration.

Source - The Times of India

Long-term net zero goals for airports



Luis Felipe de Oliveira
Director-General
ACI World

Airports have a big impact on the environment, from issues around biodiversity and pollution to water management and emissions. The industry is moving towards net zero, and several airports have made huge strides when it comes to sustainability. In June 2019, its members committed to net zero carbon emissions for all operations under their control by 2050, without resorting to offsetting. The Roadmap has five key steps - map carbon footprint; explore reduction measures; analyze pathways, refine targets; develop a roadmap and deliver. Carbon management at airports started in 2008 when the ACI adopted a resolution to reduce emissions. Now, over 500 airports across the world are certified as Airport Carbon Accredited. In 2019, the ACI committed to becoming carbon neutral by 2050, and 242 airports have individually signed up to that goal too. Is it possible for an airport to achieve net zero, without resorting to offsets? Ten airports in Sweden claim they have already reached that milestone, although they benefit from being in a country with a green electricity grid. Vancouver Airport aims to be net zero by 2030. Rolland Garros Airport on the island of Reunion is building the world's first 'bioclimatic' terminal that uses the wind to cool the building rather than air conditioning. On the Galapagos Island, the airport has been carbon neutral since 2017, with 100 per cent of its energy coming from renewable sources.

The ACI has set a net-zero carbon emissions goal for member airports as de-carbonization becomes a critical global concern. The ACI World and the five ACI regions have set a long-term carbon goal for their member airports to achieve net-zero carbon emissions by 2050. Recently, the Intergovernmental Panel on Climate Change (IPCC) set a 2050 net-zero emissions target. The ACI's move is said to be a key part of the aviation sector's contribution towards this global objective. It has also urged governments to offer the necessary support in this global effort. The climate crisis requires bold action at the local, regional and global level and the goal we have set for airport members will help to drive action and identify common challenges and opportunities that can be tackled together. We set out to work to establish a net-zero goal at a global level. The sustainability of the aviation sector is crucial for the present and future of the industry, it is our passport to a return to growth and the industry has invested billions in measures and practices that have made significant progress in reducing its environmental impact.

The ACI whose members operate 1925 airports in 171 countries, has welcomed IATA's Net Zero Roadmaps and calls for the continued collaboration of aviation stakeholders The Net Zero Roadmaps highlight the type of collaboration and actions needed to achieve both the aviation industries and governments' goal of net zero carbon emission by 2050. Airports have been leaders in the de-carbonization transformation and on the front line to provide solutions. The whole aviation ecosystem needs to work together with a common purpose, and we urge member-states, regulators, fuel producers, and the financial sector to all play their part too. The onus is on all of us so that aviation can continue to play an important role in the economic and social well-being of communities worldwide.

Airlines are en route to a profitable future

The pandemic years are behind us. Borders are open as normal. Despite economic uncertainties, people are flying to reconnect, explore, and do business. Latest data show passenger traffic at over 90 per cent of 2019 levels. Airports are busier, hotel occupancies are rising, local economies are reviving, and the airline industry has moved into profitability. However, margins are wafer-thin. With US$803 billion in revenues, airlines will share US$9.8 billion in net profit this year. Put another way, airlines will make, on average, US$2.25 per passenger. That level of profitability is not sustainable. But considering we lost US$76 per passenger in 2020, the velocity of the recovery is strong. Challenges remain. Inflation continues and cost pressure is acute.

Considering the challenges, that airlines are turning a profit at the industry level is truly impressive. The transformation to modern airline retailing is taking shape. The aim is to make buying air travel as easy as ordering from any online retailer. Verifiable digital identity standards enabling all players in the supply chain to interact more efficiently and securely are being developed. And, with biometric identification, standards for contactless processes are improving the security and efficiency of the airport experience. Over a hundred jurisdictions have developed unique regulations intended to protect air travellers. And at least a dozen governments are looking to join the group or toughen what they already have. It is a sad reality that we must remind governments that they should follow the passenger rights principles that they agreed to through ICAO, especially on proportionality, and that airlines serve passengers who are firmly in control of the ultimate passenger right—to choose the airline they spend their money with.

Regulators should also insist on honest capacity declarations by all players—including airports, ANSPs, and border control. Inaccurate capacity declarations resulted in chaos at some hubs last year. A repeat performance cannot be permitted. We need rigorous attention to meaningful capacity declarations. Where known staff shortages and airspace restrictions exist, they must be planned into the capacities that airlines are scheduling against, not absorbed by delays or cancellations on the day. At the 41st ICAO Assembly in October 2022 governments agreed on a long-term aspirational goal for aviation to achieve net zero emissions. That's important because governments are now accountable to deliver a global policy framework to achieve net zero by 2050.

I must emphasize that roadmaps are not just for airlines. Governments, suppliers, and financiers cannot be spectators to the challenge. We all have skin in the game. And each must deliver the products, policies or investments needed to decarbonize. The sustainability challenge is, bar none, the biggest that we will face as leaders of the aviation industry. This will be difficult and take time. As pioneers building the net zero emissions age for aviation, scrutiny of our efforts will be extreme. We must welcome it as a means of telling the impressive story of aviation's de-carbonization and its contributions to society. And this year we expect to safely handle 4.4 billion flyers. We dedicate ourselves to being profitable, safe, efficient and sustainable because each of those arrivals has every potential to make good things happen in our world.



Willie Walsh
Director-General
International Air Transport Association

flydubai Cargo adopts DG AutoCheck

Dubai's budget carrier flydubai has become the first airline in the MENA region to adopt IATA's Dangerous Goods AutoCheck (DG AutoCheck) digital solution. DG AutoCheck is a digital solution for the acceptance of dangerous goods shipments. The automated compliance solution will allow flydubai Cargo to optimize dangerous goods acceptance processes to ensure the highest level of safety. Earlier, flydubai participated at the DG AutoCheck Forum as part of the 35th International Air Transport Association (IATA) Ground Handling Conference (IGHC). Since the launch of flydubai Cargo in 2012, it has remained dedicated to investing in innovative solutions to optimize its cargo capabilities.

The implementation of this digital solution for a commercial airline shows the highest level of commitment to adopting best-in-class practices in the industry. DG AutoCheck provides a digital solution to effectively manage the transport of dangerous goods by air for its customers while at the same time enhancing safety and compliance. IATA officials say digitalization and improving safety are the industry's top priorities. DG AutoCheck achieves both about the carriage of dangerous goods. Time-consuming manual procedures are eliminated and safety is enhanced through the reduction of human error during checking. The global airline body has witnessed a doubling of digital acceptance checks in 2022. This trend is expected to continue as more industry partners plan to roll out DG AutoCheck across their global networks. Earlier, it joined the World Logistics Passport (WLP), a major initiative established by Dubai to increase trading opportunities between developing markets. The airline has created a network of 120 destinations served by a fleet of 78 aircraft. Since commencing operations in June 2009, it has been committed to removing barriers to travel, creating free flows of trade and tourism and enhancing connectivity between different cultures across its ever-expanding network.

Source –Times Aerospace



Air Tanzania gets its first B767-300 freighter

Air Tanzania has taken delivery of its first B767-300 freighter, with a view to uplifting increasing volumes of the country's expanding imports and exports which now include perishables, pharmaceuticals, e-commerce packages and other express cargo shipments. The delivery of the aircraft to the carrier's hub at Matindi Julius Nyerere International Airport in Dar es Salaam, the African nation's largest city – not only augments the airline's air cargo capacity but also its competitiveness, a statement points out. The B767-300F can cover 3,255 nautical miles with a revenue payload of more than 52 tonnes and its arrival in Tanzania marks the delivery of Boeing's first B767 freighter to an African carrier, the statement reveals. The new freighter services will cater to a growing cargo demand, which was previously exclusively carried aboard passenger aircraft."The B767 freighter will enable Air Tanzania to support a journey towards a more sustainable future and time-critical cargo schedules across Africa and beyond.



Source - Air Cargo Eye

QR is the world's first to complete CEIV certifications

Qatar Airways Cargo, a global leader in air cargo transportation, along with its ground handling partner Qatar Aviation Services Cargo is proud to announce its latest achievement – the IATA Centre of Excellence for Independent Validators in Perishable Logistics (CEIV Fresh) certification. The IATA CEIV Fresh standard encompasses the entire supply chain, including both operational and technical aspects, ensuring that perishable goods maintain their freshness, quality, and integrity throughout the transportation process. This remarkable milestone not only sets a new benchmark for excellence in the industry but also establishes the cargo carrier and its ground handler in Doha as the first and only airline worldwide with its GHA to have attained the complete suite of IATA CEIV certifications – CEIV Fresh, CEIV Lithium Batteries, CEIV Live Animals, CEIV Pharma, IEnvA registered and United for Wildlife program. CEIV Fresh certification demonstrates Qatar Airways Cargo's sustained commitment to the highest standards when handling and transporting perishable goods. This is achieved through quality and risk management, training for staff handling the transport of perishables, transparent and open communication as well as collaboration with its partners and stakeholders.

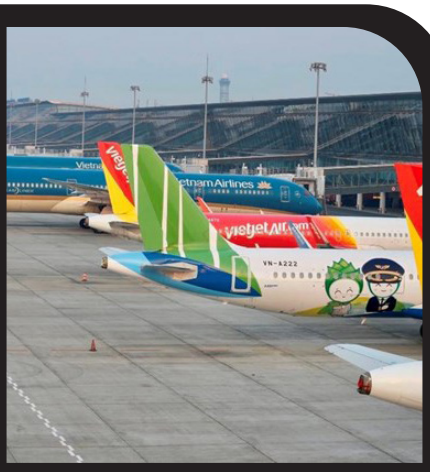
Source –ITLN

Bahrain-based cargo airline launches sister carrier in NZ

The founder and chairman of Middle East charter cargo airline Texel Air Bahrain have launched a new sister carrier. Texel Air Australasia, officially launched in June from Auckland International Airport as New Zealand's newest freighter operator, will initially utilize a B737- 800BCF with two additional B737-800BCFs joining the fleet by December 2023. Domestic operations initially commenced in New Zealand for launch customers Parceline Express and NZ Post, who are also customers of Texel Air Bahrain, which operates two B737-700FCs, two B737-800BCFs and one B737-300F, along with ACMI and MRO services. Established in Bahrain in 2013 by Chisholm Enterprise, Texel Air's New Zealand operations are supported by flight crew members and engineers from Bahrain, says a statement. The Texel Air group plans to expand its fleet to 10 aircraft by 2026, primarily flying within Australia and New Zealand and between the two countries, uplifting specialist shipments including express, post and general cargo.

Source – Air Cargo Eye





Global air cargo revenues to reach US$142 billion in 2023

The International Air Transport Association (IATA) has announced an expected strengthening of airline industry profitability in an upgrade of its outlook for 2023 while cargo revenues are expected to be US$142.3 billion. While that is down sharply from US $210 billion in 2021 and US$207 billion in 2022, it is well above the US$100 billion earned in 2019. Cargo volumes are expected to be 57.8 million tons, which has slipped below the 61.5 million tons carried in 2019 with a sharp slowing of international trade volumes. Yields will be negatively impacted by two factors - the ramping-up of passenger capacity which automatically increases available belly capacity for cargo and the potential negative effects on international trade of economic cooling measures introduced to fight inflation. Yields are expected to correct with a 28.6 per cent decline this year, but remain high by all historical comparisons. Note that yield increases of 54.7 per cent were recorded in 2020, 25.9 per cent in 2021 and 7.4 per cent in 2022. Airline industry operating profits are expected to reach US$22.4 billion in 2023, much improved over the December forecast of a US$3.2 billion operating profit. It is also more than double the US$10.1 billion operating profit estimated for 2022.

Source –ITLN

Indra to upgrade COCESNA ATC Systems

Indra has been awarded a multi-million dollar contract to upgrade and integrate the air traffic control (ATC) systems of Corporacion Centroamericana de Servicios de Navegación Aerea (COCESNA). This is a pioneering project to strengthen the single sky in Central America that is similar to initiatives currently being carried out in Europe, the US and Canada. Indra's technology will be implemented in the six COCESNA member countries (Belize, Costa Rica, El Salvador, Honduras, Guatemala and Nicaragua). A total of nine air traffic control centres will be modernized and harmonized. Moreover, all will be equipped with the most advanced communications system on the market featuring fully digital technology, including CENAMER, from where all of Central America's upper airspace is controlled. The project will incorporate innovative changes in the traditional architecture, entailing the de facto creation of a network of control centres that will be able to assume, if necessary, the functions of the other centres. This will increase redundancy and provide the highest levels of security and resilience.

Source - Air Traffic Management



IATA to help Azerbaijan develop airspace strategy



The International Air Transport Association (IATA) and AZANS, the ANSP of Azerbaijan, have agreed to develop and implement an Azerbaijan National Airspace Strategy (NAS). They will strengthen their existing cooperation for this initiative. Passenger demand for air transport in Azerbaijan is set to increase by about 80 per cent over the next two decades. Azerbaijan has seen particular growth in traffic which is no longer using Russian airspace. Servicing this demand, while ensuring safety, managing costs, and reducing CO2 emissions and delays, requires Azerbaijan to further modernize its airspace and Air Traffic Management (ATM) network. The main aspects of the strategy cover leadership and a collaborative stakeholder approach, airspace management, and technical modernization of the ATM system. They have committed to working together with all aviation stakeholders, including the government and regulatory authorities, to deliver and implement the NAS. Traffic in Azerbaijan airspace last year successfully exceeded pre-pandemic levels.

Source –Asian Aviation

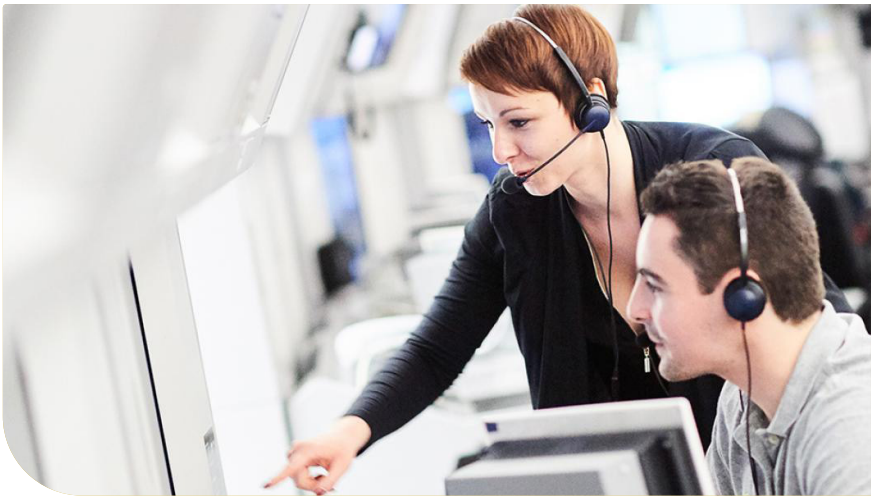
Eve completes the development of the urban ATM prototype

Eve Air Mobility has announced the completion of its Urban Air Traffic Management (Urban ATM) prototype. The prototype focuses on concepts and services essential to supporting the introduction and scalability of Urban Air Mobility (UAM) operations. Eve is now initiating the commercial product development of Urban ATM solutions to ensure UAM's airspace integration is successful. The Urban ATM prototype was initially tested during Eve's Chicago Simulation Experience last fall to support the validation of foundational Urban ATM concepts and the integration of UAM into the ecosystem. The simulation, which used helicopters as a substitute for e-VTOLs, performed tests of Urban ATM technology in combination with simulating ground services, infrastructure and equipment requirements, and vehicle and passenger journeys. The simulation provided essential feedback for Eve to advance the development of its commercial Urban ATM solutions through which customers will be able to enjoy tailored traffic management services that meet their needs and achieve efficient operations and resource optimizations.

Source – Asian Aviation

Eurocontrol publishes study on ATC mobility

The European Organization for the Safety of Air Navigation which is working to achieve safe and seamless air traffic management across Europe with 41 member-states, has released a 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 it 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. Recently, 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 it 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). ATCOs are responsible for air traffic flow management (ATFM), which is the process of organizing and directing incoming/outgoing air traffic. An ATFM delay, for example, could be an aircraft maintaining a holding pattern around the airport for an extended period. This is not ideal because the airliner is burning fuel and wasting time. In the paper, from January to November 2022, they determined that out of the 15.7 million minutes of ATFM delay time, 47 per cent of that time was due to ATCO capacity and staff shortages. “ATC staff shortages amounted to 7.43 million minutes for the first 11 months of 2022. Using the European airline delay cost value of €109/minute of delay, this has cost airlines over €800 million so far in 2022.”

Source –Aviation Today

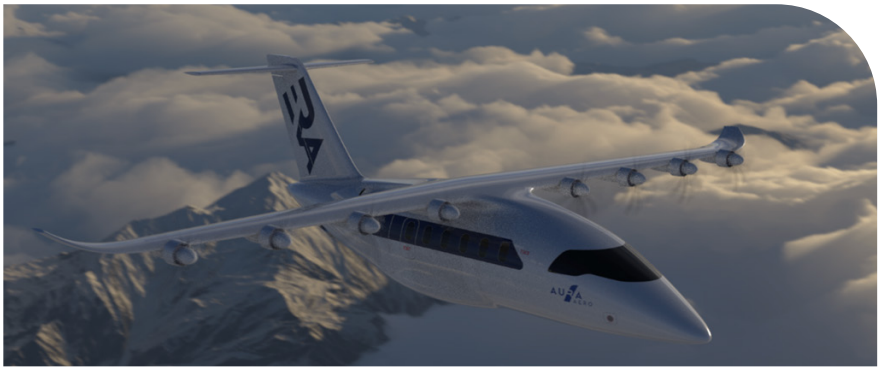
SITA and UrbanV partner to support Vertiports

SITA, a leading IT provider to the air transport industry, and UrbanV, the Italian vertiport operator, have signed a Memorandum of Understanding to develop a digital-first passenger experience for UrbanV’s vertiports in Rome due to start operations in 2024. From UrbanV’s test vertiport at Rome’s Fiumicino Airport, both parties will design, test, and refine a new passenger processing and operating ecosystem to support the first flight between Fiumicino and Rome’s city centre. SITA will deploy its expertise in air transport for the emerging Advanced Air Mobility (AAM) industry, developing new operating standards and a digital-first passenger experience. The partnership will leverage SITA’s portfolio, which includes a wide range of IT solutions for airport management, network connectivity, and passenger, flight, and aircraft operations. They will also closely collaborate to test and validate UrbanV’s concept of operations blueprint in Rome and evaluate potential commercial synergies worldwide for a joint go-to-market in the Advanced and Urban Air Mobility segment. UrbanV envisions vertiports being interoperable by multiple eVTOL operators and integrated within the local aviation ecosystem, such as Fiumicino Airport. This is aligned with SITA’s vision of vertiport systems being natural peering and aggregation points with shared components and services to facilitate data exchange, providing cost efficiency and economies of scale for all AAM operators. Sergio Colella, SITA President for Europe, said: “We strongly believe in the development of the AAM market, getting it right from the start via vertiports that are hubs of integrated mobility.

Source - Air Traffic Management



AURA Aero unveils final design for hybrid-electric aircraft



French startup AURA Aero has revealed the final design of its hybrid-electric aircraft currently under development. The ERA, a 19-seater, 900nm-range aircraft designed for the regional market, has been unveiled. One of the novelties is the eight-engine configuration, up from the six included in previous designs. These engines will be powered by two turbo-generators as well as four electric battery packs in an 800V network. AURA Aero claims that the ERA will reduce energy and maintenance costs by 50 per cent and emissions by 80 per cent compared to the current generation of conventionally powered aircraft in the 19-seater category. The ERA is expected to perform its first flight in 2026 and enter commercial service in 2028. The company has started work on its new research and production facility in the South of France, where it will manufacture the ERA as well as a light 100 per cent electric two-seater aircraft, Integral E. In May 2023, the company completed ground testing of the prototype for its Integral E electric training aircraft. The two-seat Integral E model will have a flight endurance of 60 minutes, with batteries that can be fully recharged in less than 30 minutes. The company expects to gain certification under European Union Aviation Safety Agency (EASA) CS-23 rules and have it ready to enter service, mainly with flight schools and aero clubs, in 2024. The all-electric model is a sibling to the piston-powered Integral R and S models. Both feature Lycoming engines delivering a range of up to some 500 nautical miles, with the S model being designed more specifically for aerobatic flying. Aura Aero believes it will achieve type certification for the R model in the next few weeks, followed before year-end by the S model, which has just received the permit to fly it needs for flight testing.

Source –Aero Time

NASA and Boeing team up for the newest X-plane

NASA has designated the aircraft as an X-plane, and it is to be built under the Sustainable Flight Demonstrator project. Dubbed X-66A, the aircraft will be built along with Boeing and will focus on achieving net-zero emissions from passenger aviation, in line with the White House's Climate Action Plan. The X-plane status is conferred on development programs that aim to revolutionize aircraft configurations. These aircraft are designed only for research purposes and are used to test designs and technologies. None of the X-planes have entered production or even served as a prototype. Instead, the technology ends up being adopted into other aircraft designs. The legacy of X-planes dates back to the 1940s, when the National Advisory Committee for Aeronautics (NACA), NASA's predecessor created an experimental aircraft in partnership with the US Air Force and the US Navy. Since then, NASA has designated many designs as X-planes with the recent one being the X-66A. As it aims to reach out to planets and stars in outer space, NASA also has its eye on the problems that ail our planet. The commercial aviation industry accounts for 2.5 per cent of global carbon emissions. More than half of these emissions are emitted by single-aisle aircraft - the workhorse of the industry.



The Sustainable Flight Demonstrator Project awarded earlier this year aims to revolutionize the single-aisle aircraft design by bringing key changes to the airframe such as a new wing design. NASA has teamed up with Boeing for this project where the latter is modifying its MD-90 aircraft to make an aircraft with a shorter fuselage, a new engine, and a wing design.

Source - Interesting Engineering

REGENT unveils full-scale Seagliders

REGENT, the American startup, is developing a new generation of sea-skimming ground effect vehicles to transport passengers and cargo between coastal communities at speeds of up to 180 mph. it unveiled the first full-scale mock-ups of its passenger-carrying Seaglider. The first real-size prototype is expected to go into testing in 2024. The company has already been testing a smaller-scale model, one-quarter of the size, since 2022. In line with the increasing number of pre-orders, which have now reached 500 units, REGENT also announced plans to expand its global headquarters in the state of Rhode Island. The expanded facility will have up to 600,000 feet of new manufacturing and test facilities. In addition, it revealed that it has selected EP Systems and MAGicALL as suppliers for its batteries and motors, respectively. It has also been confirmed that Southern Airways, and in particular its Hawaiian subsidiary Mokulele Airlines, are to be launch operators as soon as the Seagliders become available commercially.

Source –Aero Time

Will commercial aircraft soon be flown by a single pilot?

Airlines and aircraft manufacturers have been testing the likelihood of, and the technology for implementing, single pilot operations in some capacity. However, even before the concept can be enacted, other stakeholders within the industry have been pushing back against the technology, including some of the most famous names in aviation. Chesley Sullenberger, the pilot who, together with his first officer Jeffrey Skiles, famously managed to land a US Airways Airbus A320 on the Hudson River in New York, has been vocal about his wariness of single-pilot operations. “Having only one pilot in a commercial aircraft flies in the face of evidence and logic. One way we have made commercial aviation ultra-safe is by having two fully-qualified and experienced pilots in every cockpit,” he stated in April 2018. “Every safety protocol we have is predicated on having two pilots work seamlessly together as an expert team cross-checking, backing each other up, managing the workload, catching and correcting errors – even collaborating wordlessly in situations where the time pressure and workload are so great there is not even time to talk about what has happened and what must be done,” Sully continued. However, Sully has not been the only pilot to push back against single-pilot operations in any form.

Source – Aero Time





Hybrid and electric flight for de-carbonizing aviation

Electric and hybrid-electric propulsion is rapidly revolutionizing mobility technologies across industries, from automotive to marine. And the aviation industry is no exception. At Airbus, the company is working in the electric flight domain and aims to lay the groundwork for future industry-wide adoption and regulatory acceptance of alternative-propulsion commercial aircraft and urban air vehicles. A range of technologies is required to meet the aviation industry's de-carbonization ambition. These include improving operations and infrastructure; deploying sustainable aviation fuel (SAF); and innovating through technology. Radical shifts with new concepts in propulsion will continue to be developed, such as hybrid-powered aircraft. It is a major challenge that the industry will answer collectively with engine manufacturers and other industries such as automotive. In November 2022, Airbus and Renault Group signed a research and development agreement which aims to leverage synergies to accelerate both companies’ electrification roadmaps Energy is central to how we transform the aeronautics industry to achieve our de-carbonization ambition by 2050.

Source –Airbus