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GOVERNMENT OF DUBAI | هيئة دبي للطيران المدني Dubai Civil Aviation Authority

Via Dubai

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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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Airlines adopting carry-on fees

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Chile to get the world's first fully sustainable, solar-powered ATC radar

The first ATC radar station in the world to be powered 100 per cent by sustainable solar energy is being deployed in Chile.



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New Airbus facility to research cryogenic fuel systems

Airbus is launching a UK-based facility focused on hydrogen technologies, a move which represents its latest attempt to support the design of its next generation of aircraft.



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Our Vision

The World Airport, Dubai

Our Mission

To achieve leadership and ensure sustainability in the field of safety, security and environmental protection in the civil aviation sector and to support an attractive investment environment for the aviation industry .

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Promising Summer



Dubai International Airport (DXB) continues to post record achievements as it moves toward enhancing its importance as a key player on the global aviation map. The foremost of the achievements has been its rock-solid commitment to maintain its position as the world's top airport for handling the highest number of international passengers for the eighth year in a row.

With the advent of the massive travel season, all the authorities and departments operating at the airport have prepared themselves to provide the best travel experience for the millions of passengers expected to use the facility during the summer season starting in June.

Among the other crucial achievements have been the work on the northern runway development being completed in record time and constantly improving safety standards. Also, modern systems to promote contactless travel was introduced, along with the provision of a fee-free shuttle service between DXB and Al Maktoum-DWC and an increase in the number of flights by Emirates Airlines and flydubai to broaden its network. Also on the list had been the introduction of several other new services and improvements in the airport precincts.

Dubai Airport has always played a decisive role in enhancing its reputation as a solid global hub because of its strategic location and supporting its local economy and the use of the most advanced technologies and innovations. Also commendable is its deployment of expert staff from the different departments operating at the airport to offer the best services to travellers and airlines. Additionally, it works toward enhancing customer service levels for their loyalty to the massive facility that provides wonderful experiences through professional handling of services, even during the pandemic. DXB continues its pioneering role in connecting the world and providing international travellers with flights in the most challenging times.

Based on the data on passenger traffic and airline reservations operating at the airport, we expect this summer season to be promising to help accelerate the recovery of air traffic movement. I express my deep appreciation to all the authorities operating at the airport for their inspirational efforts towards developing the quality of their services to passengers. I call upon everyone to contribute towards making the journeys through DXB during the summer season a pleasant and memorable experience that should bear the flavours for which Dubai is known.

Ahmed bin Saeed Al Maktoum

99% growth rate at Dubai Airport in 2022



The civil aviation sector in Dubai recorded a series of achievements that contributed to giving impetus to the global aviation industry despite the major challenges brought about by the pandemic to this industry, because of the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, may God bless him, and adopting of dynamic policies and offering the latest technologies and modern infrastructure that meet the expectations of travelers and all parties related to the aviation sector.

Under the guidance and support of His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, Chairman of Dubai Airports, Chairman and Chief Executive of Emirates Airline and Group, Dubai has truly become 'The World Airport', offering connecting flights to most major destinations in the world in very short time compared with other international airports making it the most preferable airport to passengers. This giant facility has been able to maintain its rank as the number one airport in the world in terms of the number of international passengers since 2014.

With the gradual recovery of travel across the world, due the easing of restrictions on passenger movement, we are preparing for a very promising summer, as we expect passenger traffic to witness significant growth during the current travel season, which enhances our expectations of serving more than 58 million passengers by the end of this year, compared to 29.1 million passengers in 2021, an increase of 99.3%.

Working as a team is the secret of Dubai International Airport's success over the years, and this is what the Dubai Civil Aviation Authority is working on to consolidate day after day through continuous coordination with the concerned authorities and departments operating within the airport, which are exerting their full energies and capabilities to maintain the path of success that we have achieved, which has earned us the confidence of the global airline industry and the loyalty of travelers who have made Dubai Airport a transit bridge to various destinations in the world.

We wish the millions of travelers who are now heading to see their loved ones or to spend their vacations, enjoyable and safe trips.

Mohammed Abdulla Ahli



Tajikistan delegation visits DCAA





His Excellency Mohammed Abdulla Ahli, Director-General, Dubai Civil Aviation Authority (DCAA), welcomed a delegation from the Republic of Tajikistan headed by His Excellency Suhrob Juraev, CEO of Somon Air, and His Excellency Bahodur Sharifi, Ambassador of Republic of Tajikistan to the UAE. The delegation included Kamoliddin Eshov, Consul of the Republic of Tajikistan in Dubai, Ismatulloev Shuhrat, Member of the Board of Directors, Somon Air, and Jamshid Saidov, Chief Financial Officer, Somon Air. From Dubai, the meeting was attended by Majed Al Joker, Chief Operating Officer of Dubai Airports, Hamad Obaidalla, Chief Commercial Officer of flydubai, Ismail Al Mazmi of Advanced Passenger Information Center, Ali Mohammed Alhaj Nasser, Analyst, Aero-political Affairs at Emirates Airlines, and Mohammed Abdullah Lengawi, Executive Director of Aviation Security and Accident Investigation Sector at DCAA. During the meeting, both sides discussed ways to enhance mutually beneficial cooperation in the civil aviation domain and the importance of sharing experiences and knowledge and strengthening bilateral relations.



DCAA top officials meet Al Rais Group management

Abdulla bin Khediya, Director of Air Transport Department of Air Transport and International Affairs Sector at Dubai Civil Aviation Authority (DCCA) met with Mohammed Al Rais, Executive Vice-President of Al Rais Travel and Shipping Agencies (Al Rais Group), in the presence of Nasser Al Khater, Head of Aviation Business Affairs and Consumer Protection Section at the Authority.

During the meeting, several topics came up for discussion, including developments in the travel and tourism sector in the Emirate and ways to strengthen and enhance cooperation to serve the vital aviation sector to provide better services that meet the current requirements and future needs.



DCAA conducts mock aeroplane crash drill

The Dubai Civil Aviation Authority (DCAA), in cooperation with its strategic partners, carried out a mock crash of a sports aeroplane in the Al Margham on Dubai's outskirts. The mock crash drill help officials develop an integrated rescue action plan to maintain the safety and security and safety of the civil aviation sector.



DCAA and IATA officials discuss travel market developments

Officials of the Department of Air Transport at Air Transport and International Affairs Sector of the Dubai Civil Aviation Authority - Abdulla bin Khediya and Nasser Al Khater - met with the International Air Transport Association (IATA) official, Mohamed Al Mansour, Regional Director of Passenger Experience for the Middle East and Africa.

They discussed developments in the travel market, both globally and regionally, and the efforts that are underway to recover from the effects of the coronavirus pandemic on the civil aviation industry. Several other issues related to the travel sector came up for discussion along with the ways to bolster cooperation to provide a better experience for travellers.





Rising headcount, ascending growth

UAE airlines are back on a recruitment spree as aviation industry set to take the UAE's economic growth to the next trajectory

By Ghassan Suleiman Amhaz

The UAE aviation industry is increasingly consolidating its position as the key pillar of the economy, engine of growth and a major employment generator with faster than expected post-pandemic recovery, giving momentum to is all set overall growth to the next level.

The civil aviation sector, which supported nearly 800,000 jobs in 2019, contributing $47.4 billion to the economy, accounting for 13.3% of the UAE's GDP, is showing all signs to return to the pre-pandemic figures, or even surpass them with strong economic outlook.

The post-pandemic recovery and the ensuing growth was evident in all segments of the economy, especially the aviation industry, according to His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, Chairman of Dubai Airports, and Chairman and Chief Executive of Emirates Airline and Group.

He said: "Thanks to the vision and support of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Dubai Ruler, Dubai has taken proactive steps and initiatives to deal with the pandemic and enable the rapid recovery of the travel and tourism sector, and as a result, Dubai International Airport has retained its position as the busiest airport in the world for the eighth year in a row."

As it is, the aviation industry is on the right track to return to the pre-pandemic levels with Dubai International Airport (DXB) having retained its position as the world's busiest international airport, said Jamal al Hai, Deputy CEO of Dubai Airports.

DXB marked its busiest quarter in Q1 2022 since 2020, recording 13.6 million passengers. DXB is connected to 193 destinations across 92 countries via 73 scheduled international carriers. Paul Griffiths, CEO of Dubai Airports, forecasted that the outlook for the year remains strong with annual traffic now projected to reach 58.3 million, exceeding initial forecasts by a significant margin.

The economic growth is brought by the success of Expo 2020, Dubai Airshow, Airport Show, Dubai Shopping Festival (DSF), international events, new regulations, new labour laws, visa reforms and the effective management of the pandemic. The number of people working in the UAE's private sector has increased as the economy expands at a faster pace after the Covid-19 pandemic.

The UAE's Ministry of Human Resources and Emiratisation said the number of workers in the private sector has expanded by around 8.5 per cent since the beginning of 2022. Similarly, senior-level jobs also expanded this year, growing by 7.6 per cent. A majority of them is from the aviation industry.

Economic growth through employment generation is set to accelerate with all the UAE-based airlines increasing their headcount and are on a hiring spree to cater to the needs of the growing number of passengers. The recruitment spree comes in the wake of airlines reducing their workforce in 2020 after the Covid-19 pandemic outbreak.

Hiring Spree

UAE airlines are continuing their hiring spree on the back of strong demand for international passenger traffic. UAE carriers have been vigorously recruiting staff over the past couple of quarters, led by Emirates, flydubai, Etihad Airways and Air Arabia. With the Covid-19-driven restrictions are largely relaxed, international travels increased and airlines are expanding their network with the delivery of new aircraft.

Emirates has announced that its recruitment team would scout for staff in 30 cities across six continents including Europe, the Middle East and Australia in order to expand its workforce that represents 160 nationalities. It aims to expand its operational staff by 6,000. The airline has received over 300,000 applications from all over the world since its cabin crew recruitment drive in August 2021.

“We continue to recruit crew and other operational roles, in addition to IT roles to ensure we have the right reinforcements to support our ramp-up of operations,” said Emirates in a statement.

Flydubai is increasing its staff size for two reasons: One is that it is inducting more aircraft to its fleet; and the second reason is that it is expanding its network to 100 destinations. Flydubai has taken delivery of four new aircraft which has seen its fleet of Boeing 737s growing to 63 aircraft. The airline will also take delivery of 18 more aircraft over the next few months to support its expanding network which will grow to 100 destinations.

The budget airline is currently undergoing a recruitment drive to add more professionals to its workforce including pilots, cabin crew and various positions across the business.

Since the beginning of the year, the airline has expanded its workforce by 25 per cent. More than 800 skilled professionals have been recruited as pilots, cabin crew, engineers and in other positions.

Unlike other airlines, Flydubai has not resorted to mass reduction of staff, but retained most of its workforce even during the pandemic.

"The proactive steps we took at the start of the pandemic enabled flydubai to retain the majority of its workforce and quickly ramp up its operations as soon as travel restrictions began to ease across the flydubai network. We introduced different voluntary and extended leave schemes which were well received by our employees, more than 90 per cent of those who opted for the scheme have since returned to the workforce," said Ghaith Al Ghaith, Chief Executive Officer of flydubai.

Abu Dhabi-based Etihad Airways has also announced that it will mount a major recruitment drive to hire up to 1,000 people with hospitality experience to join the airline’s cabin crew as the aviation sector recovers from the pandemic.

The airline is recruiting for various posts across the business in 2022 as its operations ramp up for a busy summer season and new Airbus A350s entering the fleet.

An Etihad spokesperson said: “We are currently looking for talented people to join our team as cabin crew, pilots, finance specialists, software engineers and more... Etihad Airways offers a competitive benefits package for cabin crew that not only includes modern accommodation and travel allowances, but the opportunity to learn and grow, see the world and be part of an internationally-recognised and award-winning team.”

The journey does not end here. The recruitment drive will continue throughout the year as the airlines are well positioned to continue on their growth path and are gearing themselves to serve more passengers as the industry heads towards full recovery.

> “UAE airlines are continuing their hiring spree on the back of strong demand for international passenger traffic

Staff shortage

Meanwhile, more job opportunities are expected at airports and aviation related businesses, which are facing staff shortage. The airline industry has warned of a ground handling staff shortage as international travels are increasing in the post-pandemic period. Thus, the International Air Transport Association (IATA) has called for comprehensive reforms to manage the long-term need for a stable talent base for the ground handling sector.

“Thousands of ground handling staff left the aviation industry during the pandemic. Now as aviation ramps up, the severe shortage of skilled ground handlers is shedding light on the need for reform to stabilize the talent pool,” said an IATA statement.

IATA has also suggested to the ground handling sector to adopt a stronger talent acquisition strategy, a more streamlined onboarding processes and develop a more compelling retention proposition. “The shortages we are experiencing today are a symptom of the longer-term challenges to achieve a stable talent base in ground handling,” said the statement.

A recent ground handling conference hosted by IATA has proposed a comprehensive approach to recruitment, onboarding, and retention. It also suggested apprenticeships in partnership with trade schools to revitalise candidate pipelines.

Civil Aviation Sector Youth Council launched in the UAE



The UAE's General Civil Aviation Authority (GCAA) has launched the Civil Aviation Sector Youth Council at the emirate level, in line with the National Youth Agenda, to contribute toward the rehabilitation and development of young Emirati cadres in various fields of the civil aviation sector.

It will help create an innovative system that contributes to the sustainability of this vital sector and play an important role in developing the bonds of cooperation between young people, to be an inspiring model for the future players in the civil aviation sector. It will act as an incubator for youth-led initiatives that will be launched across the country shortly. The Youth Council include 16 members from various specializations in the aviation sector. The Council was launched at the Dubai Youth Center.

The ceremony was attended by His Excellency Abdullah bin Touq Al Marri, UAE's Minister of Economy and Chairman of the Board of Directors of the GCAA, Her Excellency Shamma Al Mazrouei, Minister of State for Youth Affairs, His Excellency Saif Mohammed Al Suwaidi, Director General of GCAA, and Saeed Mohammed Al Nadhi, Director-General of the Federal Youth Authority. Mohammed Abdulla Ahli, Director-General of Dubai Civil Aviation Authority, Mohammed Ahmed Al Kuwaiti, Acting Director-General of General Department of Ports Security, Sherif Al Hashimi, Acting CEO of Abu Dhabi Airports, and Jamal Al Hai, Deputy CEO of Dubai Airports, also attended. Representatives of several airports, airlines and national transport companies and service institutions also attended. His Excellency Abdullah bin Touq, during his speech, underlined the importance of forming this sector-specific council, the first of its kind at the state level, whose members include representatives of government agencies and private bodies. It will help in implementing government directions to build a knowledge-based economy and achieve the mission of enhancing youth empowerment and activating the role of youth and investing their energies in all fields, including the civil aviation sector. This constitutes one of the axes of the UAE Centennial 2071 celebrations.

He added: "The formation of this council embodies a bridge of communication and cooperation between young people from the various stakeholders in the aviation sector. We look forward to its key role in the next phase in supporting the process of sustainable national development and foreseeing the future led by young people." Her Excellency Shamma Al Mazrouei asserted the Council's creation had been an important development in this sector that is witnessing continuous development. The value of youth councils is not in their size or numbers but rather in the impact they will create at the level of institutions and the empowerment of individuals.

The Council, she said, will play a catalyst role for the young people and reflects positively on the development of the civil aviation sector. The Council will highlight to the world the UAE's approach to work which is characterized by innovation, team spirit, future foresight and youth empowerment. Saif Al-Suwaidi, Director-General of the GCAA said: "Through the formation of the Civil Aviation Sector Youth Council, we seek to activate the important role of youth in this sector and enhance their leadership by sharing effective experiences and providing initiatives, innovative solutions and suggestions that advance the aviation sector in line with the vision of the UAE."

Emirates Group to return to profitability in 2022-23

Emirates Airlines has posted a loss of US$1.1 billion in the year through March, against a US$5.5 billion loss the previous year. The airline has resumed flights to 140 destinations, but the surge in fuel prices continues to challenge the pandemic-battered aviation sector.

EK said fuel accounted for 23 per cent of operating costs over the year, compared to 14 per cent in 2020-21. The world's largest long haul carrier said revenue jumped 91 per cent to $16.1 billion, as travel lockdowns eased and the airline added capacity. Emirates posted a US$5.5 billion loss in the previous year.

"2021-22 was largely about recovery, after the toughest year in our Group's history," Emirates Group Chairman and Chief Executive His Highness Sheikh Ahmed bin Saeed Al Maktoum said in a statement.

"We expect the Group to return to profitability in 2022-23, and are working hard to hit our targets while keeping a close watch on headwinds such as high fuel prices, inflation, new Covid-19 variants, and political and economic uncertainty." The airline said its fuel bill more than doubled to $3.8 billion as the price of oil and jet fuel soared in recent quarters. "It's very difficult to establish where that price will stop, or how far it might go down," His Highness Sheikh Ahmed told CNBC in an interview. "That's really affecting the airline business in a big way."

The Emirates Airline and Group now plans to pay the Dubai government back some of the nearly US$4 billion in emergency relief that is pumped into the airline at the height of the pandemic. Dubai Airports, the EK's home base, attracted 13.6 million passengers in the first quarter. Dubai Airports says air passenger traffic in Dubai may reach pre-pandemic levels in 2024, a year earlier than previously expected, providing a tailwind for Emirates through the recovery.

> **Dubai Airports, the EK's home base, attracted 13.6 million passengers in the first quarter**

Source: CNBC



AD airport reopens Terminal 2 as passenger numbers surge

Abu Dhabi International Airport has reopened its Terminal 2 amid a surge in passenger demand, routes and airline customers. Five airlines now operate more than 50 weekly flights at Terminal 2, bringing the number of airlines operating from all of the airport's terminals to 26.

A further ramp-up of capacity at Terminal 2 is scheduled with the addition of 21 weekly flights. "Retail and duty-free services are also being reintroduced, offering passengers a full range of choice before their flight," the airport operator said.



The surge in passenger numbers comes as coronavirus-related travel restrictions around the globe eased and markets reopened, unleashing pent-up demand for air travel. Abu Dhabi International Airport handled 2.56 million passengers in the first quarter of 2022, a more than fourfold increase from the same period last year due to a rebound in demand. The number of flights rose 39 per cent annually to 22,689 in the three months.

The relaxation of travel restrictions to and from India, the reopening of borders in Australia and Singapore and the removal of mandatory PCR testing for passengers travelling to the UAE capital contributed to the surge in passenger numbers. The airport operator expects 10.7 million passengers to pass through Abu Dhabi's main airport in 2022, more than double last year's number.

With multibillion-dollar investments in attractions such as Louvre Abu Dhabi and the Guggenheim, which are set to be completed by 2025, Abu Dhabi is strengthening its position as a leading tourist destination.

Source: The National



Emirates launches premium economy bookings

Emirates Airlines passengers will be able to book seats in the new premium economy cabin, on flights starting from the first day of August.

The new cabin class offers luxurious seats and increased legroom and will be available on popular A380 routes to London, Paris and Sydney from August 1, and to Christchurch from December. While the category is currently available on only six A380 aircraft, the airline is in the process of retrofitting a further 67 A380s and 53 Boeing 777s.

On a four-class Emirates A380, the premium economy cabin is at the front of the main deck, with 56 seats laid out in a 2-4-2 configuration. On the Emirates Boeing 777, up to 24 premium economy seats will be installed in a dedicated cabin section between business and economy. The premium economy experience starts on the ground, with a dedicated check-in counter at Dubai International Airport.

This November, the carrier will begin its retrofit programme to install premium economy on 67 A380s and 53 Boeing 777s. At the end of the programme, Emirates will have 126 aircraft fitted out with premium economy cabins, as well as the latest interiors across other cabins.

Source: The National





Air Works expands line maintenance network to Dubai

Air Works, India's largest independent MRO and Aviation services and solutions provider has entered into a long-term services agreement with UAE-based Mach Technik Aircraft Maintenance to provide International Line Maintenance services at the Dubai International Airport.

The development marks the maiden expansion of Air Works' International Line Maintenance business to foreign shores. With a pan-India presence across 19 international airports, Air Works Group is already the biggest provider of Transit or Line Maintenance services to foreign carriers operating in India. The company holds certifications from Civil Aviation Authorities of over 25 countries to maintain both narrow-body and wide-body aircraft at leading airports in the country. From certifying its maiden flight in 2011 at Trichy – the first Line Maintenance station – to certifying nearly 3000 flights a month, the company has come a long way.

Source: Aviation Pros

Al Bateen Executive Airport closed for two months

The Al Bateen Executive Airport in Abu Dhabi had been closed for more than two months for upgrading its runway. The expansion, which runs from May 11 to July 20, will allow the airport to handle larger aircraft.

Only helicopters can use the airport during the refurbishment period. Full service of the airport, which mainly handles private jets, is expected to resume on July 21. Al Bateen Executive Airport is the first dedicated private jet airport in the Middle East and North Africa region (MENA). The airport originally came into use in the 1960s as the first main airport in the capital city, until Abu Dhabi International Airport was opened in 1982. In 1983, Al Bateen was transformed into a military airbase until the end of 2008, when ADAC took over the management of the airport's operations and turned it into a world-class executive airport.

Currently, the airport has a standing capacity for up to 50 private jets with fast and efficient turnarounds with no holding patterns and short taxi times. Existing carriers already operating out of the airport include Al Jaber Aviation, Falcon Aviation Services and Rotana Jet.

Source: Khaleej Times



ICAO issues call for drone airspace management innovations

The ICAO has issued new requests for information (RFIs) from the public- and private-sector innovators for its upcoming DRONE ENABLE event, designed to advance next-generation global standards and solutions for unmanned aircraft systems (UAS), UAS traffic management (UTM), and advanced air mobility (AAM). The deadline for the latest round of RFI submissions is 15 July.

"Governments and innovators expect DRONE ENABLE to deliver global solutions for them, and the focus now is on how the next evolution of aircraft, both manned and unmanned, can safely integrate into finite airspace," said ICAO Secretary General Juan Carlos Salazar.

The 2022 ICAO DRONE ENABLE will take place from 14 to 16 November 2022 at ICAO Headquarters, as part of a year-long series of ICAO Unmanned Aviation activities. DRONE ENABLE RFI submissions will assist countries as they continue to work through ICAO to harmonize UAS and UTM-related regulatory frameworks and guidance material, with the ultimate objective of deploying safe, efficient, and effective UTM systems which are globally interoperable and accessible. As aviation enters a new era of digitization, and incredible new flight and propulsion innovations, air transport is relying more than ever on ICAO's expert support and technical and diplomatic guidance to help chart a new and exciting future for an international flight.

Source: ICAO



Asia-Pacific and ME airports witness green shoots of recovery



The aviation industry in Asia-Pacific and the Middle East is experiencing green shoots of recovery, according to the first edition of the Airport Industry Outlook, a quarterly report by Airports Council International Asia-Pacific (ACI-APAC). The report, developed in partnership with Mott MacDonald — a global engineering, management and development consultancy— provides a snapshot of how airports in the region have performed during the first quarter of 2022 (Jan to March).

This analysis also sheds light on two recurring themes which are currently impacting the industry — the coronavirus pandemic and the geopolitical conflict. The industry showed encouraging signs of recovery in Q1 2022— capacity was rebuilding in many parts of the Asia Pacific and the Middle East region; domestic passenger traffic made considerable progress; cargo growth has proven to be resilient and is above pre-pandemic levels. Despite the subdued pandemic environment, airports in the region continued to provide safe and high service quality for the benefit of their passengers. However, travel restrictions ranging from mandatory quarantines in designated facilities to pre-departure testing and on-arrival; suspension of international air travel in some parts of the region; geopolitical conflict and subsequent impacts on macroeconomic factors have proved to be detrimental to the overall growth of aviation. In the Asia Pacific and ME, currently, 20 countries have no significant entry restrictions. While domestic passenger traffic has made considerable progress, with the easing of restrictions within some countries, international traffic, which is the key revenue driver for airports in terms of passengers' commercial spending, has remained largely stagnant due to restrictions and geopolitical tensions in and around the region.

Source: Zawya

Changi Airport plans to open T5 in the mid-2030s

Singapore's Changi International Airport made the difficult decision to pause the construction of the fifth passenger terminal in May 2020. After a long-awaited two years, the island nation announced plans for its resumption. In March, an estimated 1.14 million passengers passed through Changi Airport, marking the first time since the onset of the pandemic when the one million mark was crossed.



Once Singapore's borders were fully open in April, passenger traffic at the airport more than doubled, closely approaching 40 per cent of pre-pandemic levels. Previously, more than 68 million passengers passed through Singapore's primary airport.

Now, passenger movements within Changi are hovering at around 20 per cent of pre-pandemic levels. Construction is scheduled to begin in two to three years, enabling the government to express confidence that the fifth terminal will be ready to help meet passenger demands by the mid-2030s.

Source: Simple Flying



Global airline capacity rises to its highest in 2022

The capacity of global airlines rose three per cent to 88.5 million seats in mid-July, the highest level in 2022. This came after the domestic demand in China rebounded despite pandemic-related lockdowns continuing in Asia's largest travel market.

Aviation data provider OAG says planned capacity over the next three months continues to edge closer to the 2019 mark, reflecting the confidence in the air travel rebound. "We still have a long and increasingly harder journey back to the 109 million seats per week in 2019. Compared to last year, things are looking a lot better in most markets," says John Grant, OAG chief analyst. Airlines globally added 2.5 million seats early in July, almost half of which are in China, data revealed.

The challenge is rebuilding an industry that had virtually closed over the last two years and given the "stop-start" nature of the recovery in several markets, airlines and airports can hardly be accused of a lack of planning, remarked the expert.

In 2019, 4.5 billion passengers were carried by the world's airlines. LCCs carried an estimated 1.4 billion passengers, which was approximately 31 per cent of the world's total scheduled passengers.

Source: The National

India to need 1,960 new single-aisle aeroplanes

Over the next 20 years, India will require a massive number of single-aisle aeroplanes like the Boeing 737 family. The airline industry is expected to gain traction and grow fast as the pandemic becomes history. Indian operators will need 1,960 new single-aisle aeroplanes over the next 20 years, according to the findings of a report by Infomerics Valuation and Rating, a financial services credit rating company.

Leading players have modified business plans to reduce costs, enhance liquidity, and customer preference, explore new revenue models, and optimize networks. Air travel is rising in terms of domestic and international passengers.

Source: Times Now



Chinese subsidies to keep airlines aloft

The world's most populous country has started offering cash subsidies for domestic airlines from May 21 and it will continue till July 20. This is to help the carriers to hedge against declining passenger numbers due to the local resurgence of Covid-19 cases and rising fuel costs. China has 298 airlines, including 71 international airlines, 15 regional airlines and 212 domestic airlines.

In 2020, around 418 million passengers travelled by air in China. As of 2020, China had 6,795 civil aircraft, an increase of 270 aeroplanes from the previous year. For passenger flights operated by domestic airlines, if the income does not cover the operational cost of a flight, the deficit will be covered by cash subsidies, and the highest subsidy will not exceed 24,000 yuan (US$3,561) per hour.

The Ministry of Finance and the Civil Aviation Administration of China (CAAC) say there are 4,500 or fewer domestic commercial flights operated daily. Domestic carriers are expected to benefit from the financial support. Those flights do not include flights operated in Hong Kong, Macao and Taiwan, flights undertaking emergency transportation tasks, and flights operated by business jets. The Ministry of Finance will provide 65 per cent to 80 per cent of the total funds. Local governments of departure cities of flights will fund the rest, and the portion varies for different regions.

Source: China Daily

Airlines adopting carry-on fees

A report by IdeaWorksCompany says fees for carry-on bags are the latest development in the global quest for ancillary revenue. Low-cost carriers (LCCs) have always led the way here and this encouraged more and more traditional airlines to adopt fees. The global estimate of baggage fee revenue was US$20.9 billion for 2021.



The potential exists for much more revenue when airlines apply a business-sense approach and abandon old methods. Smart airline management teams also acknowledge new baggage services must improve the journey for passengers.

The 20-page report has highlighted several airlines' fees. Aer Lingus introduced a new baggage policy in June 2021 which includes a checked bag for its lowest Saver fare (intra-Europe) but excludes a large carry-on. AirAsia allows travellers to double the regular seven kg carry-on limit to 14 kg for a fee. American Airlines generated baggage revenue of US$1.22 billion in 2021 and a record US$7.42 per passenger for the carrier. EasyJet now combines the benefit of a large carry-on with select assigned seats, such as extra legroom and front-of-cabin zones. Spirit Airlines has one of the highest baggage revenue rates in the world: US$21.51 per passenger in 2021. Volaris offers a baggage delivery guarantee with a payout of US$80 when bags don't arrive on the same flight as the passenger.

Source: Travel Daily News

Qantas makes a $445 million offer to buy Alliance Airlines

Qantas is to buy Brisbane-based fly-in-fly-out and charter specialist Alliance Airlines in an AU$614 million (US$445 million) deal that would see Qantas acquire Alliance's 76 aeroplanes and a sizable inventory of spare parts. Qantas already owns just under 20 per cent of Alliance Airlines. The deal is subject to a vote from Alliance shareholders and regulatory approval would see Alliance become a wholly-owned part of the Qantas Group. Alliance is best known as the owner and operator of 18 Embraer E190 jets already flying for QantasLink.

Additional to being a part-owner, Qantas was already Alliance's biggest customer before the buyout announcement. Qantas' current arrangements with Alliance Airlines will remain unchanged while the bid and approvals process is completed. Qantas' interest in Alliance has been a slow brew. Australia's biggest airline had wanted to snare a bigger slice of the lucrative fly-in-fly-out market that services the mining and resources sectors.



That kind of flying is Alliance's core expertise and this takeover is a relatively easy way for Qantas to grab a bigger slice of the pie. Alliance's fleet is a mix of Fokker 100/70 jets and 33 Embraer E190s. There are also a handful of Fokker F50 turboprops.

Source: Simple Flying

Sustainability remains key focus



Willie Walsh
Director-General
IATA

It has been a brutal two years for airlines. However, we are seeing signs of recovery now. International travel in 2021 stood at only 25 per cent of where we were in 2019. But in the first quarter of this year, it has recovered to 48 per cent. And indeed some parts of the world including Europe, North America, and Latin America, the recovery has reached around 60 per cent. Regrettably, Asia continues to lag in the recovery in 2021. International travel was only at seven per cent of where we were in 2019.

Although it has improved to 17 per cent in the first quarter of this year, there is still a long way to go. And to put it into context, international travel within this region, one of the biggest and most important international markets in the world, is only at six per cent of where it was in 2019.

We now have two years of rich data to support new decisions by governments and I believe, indeed, in IATA, we're convinced that this science supports the removal of testing and quarantine for unvaccinated travellers from areas of high population immunity, including many parts of this region. We also believe that where mask mandates are removed for indoor environments and public transport they should also be removed for air transport. Airports need to be ready for the increase in passenger numbers. And we would ask governments to support airlines and airports as we try to recover our network. Despite obvious headwinds such as the brutal war in Ukraine, high oil prices and increase inflation, I remain very optimistic about the recovery this year and into 2023.

Unfortunately, the Asia-Pacific region will lag this recovery as China continues to pursue zero-COVID. But it would be great to see countries like Japan take a bold decision and remove restrictions on international tourists and rebuild the fantastic work that that country did in growing their tourism industry.

Sustainability remains a key focus for the industry. I'm pleased that the airline industry has committed to achieving net-zero in 2050. And we welcome the initiative of governments in this region to support the airline industry in achieving that goal. I think the excellent initiative by Singapore with the International Advisory Panel on sustainable aviation hubs, is an example of how we can work together to ensure that this important target is met. This part of the world should see them move to sustainable aviation as an opportunity.

As we try to rebuild our industry, we must become more attractive, particularly more attractive to women. This industry has always been seen as a male-dominated industry, we need to change that to ensure that we can, not just attract but also retain the best talent in the industry so that we can build on the progress that we've made, and ensure that we have a sustainable financial business and a sustainable environmental business for the future.

An edited version of the keynote address at the Changi Aviation Summit

A sustainability strategy should be inspiring

Sustainability is the hip word of our time. We want people to engage as it is the only way forward. The climate risks and social inequalities emphasized during the pandemic could not have made it clearer. Airports are connected to countries, governments, and communities – and the daily decisions they take go beyond financial outcomes. They play an active role in society and have commensurate responsibilities. Sustainability and business performance are complementary and not competing.

Airports can benefit from the energy and operational efficiencies, from investing in smart technologies and buildings, and from attracting and retaining the best talent. One of the challenges with sustainability is that it is an evolving concept and not everyone has the same understanding of its meaning. It's not easy to grasp what it implies to have a sustainable strategy in place and to be entirely committed to achieving the balance between the environmental, social, and economic pillars. There is a risk of sustainability becoming a catch-all term, and broken promises can undermine the good work of others.

Sustainability is a concept that must be embedded in all the activities of an organization. A sustainable strategy is not a guarantee that a business is doing anything concrete to improve its environmental, economic, and social footprint. The exercise is about figuring out how an organization can be the best version of itself. It requires a deep understanding of where the entity excels and can be a leader, and where it must improve and seek guidance. Like developing any other type of strategy, it is a well-thought-out process—a journey that takes time, commitment and dedication, that involves numerous resources, and requires a great deal of internal and external collaboration.

Successful leadership in sustainability leads to breaking silos and enables new business and partnership opportunities. It should be an endeavour that is taken as seriously as the most robust forecast and budgeting exercises. A sustainability strategy must also be inspired by the top. It may be cliché, but it cannot be repeated enough: executive boards and senior management need to fully commit to sustainability. Airports are not new to the practice of operating as sustainably as possible. Several show true leadership, and have a solid sustainability strategy that cascades down and engages all employees.

Overall, the airport sector recognizes the intricate interdependencies of all three pillars of sustainability, and the associated risks and opportunities. Many airports communicate their sustainability strategy on their website, including roadmaps on how they measure and address their impacts on the planet, people, and profit, and how they plan to achieve their sustainability goals. This type of outward-focused communication increases credibility and transparency. During the process of implementing a sustainability strategy, airports and other organizations can take the time to identify the needs of employees.



Jennifer Desharnais
Manager - Sustainability
ACI World

An edited version from her column



Remote towers market set for big growth by 2027

According to the report published by MarketsandMarket, the market for remote towers is projected to grow from US$0.3 billion in 2022 to US$0.6 billion by 2027, at a CAGR of 19.6 per cent from 2022 to 2027.

A remote tower permits Air Traffic Control services to be offered at an airport from a remote location, instead of from the conventional ATC tower positioned at the airport. The services are provided employing innovative technology: high-resolution cameras, microphones, sensors and a local processing system.

The Remote Tower Centre is mounted with screens and hardware controls to enable the air traffic controller to deliver the same ATC services as if seated in the standard tower. It allows the consolidation of several airports' operations into a single Remote Tower CentreThis report also discusses the benefits of digital towers.

> **The digital tower is part of the wider evolution of digital air traffic services**

The concept of a "digital tower" was launched to capture the increasing demand for the integration of a wide range of ATM systems and data in support of innovative air traffic operations.

The digital tower is also part of the wider evolution of digital air traffic services. By operation type, the multiple segments are projected to grow at the highest CAGR during the forecast period. Kongsberg Gruppen (Norway), Indra Sistemas(Spain), and Avinor AS (Norway) together are introducing multiple remote tower operations in Norway from a centre at Bodø, which will be dedicated to 15 airports by 2022.

Four airport towers have already gone into operation as of 201 and they are offering great help to Air Traffic Management.

Multiple remote tower operations generally serve airports with very low traffic density or airports in remote locations. Various European and American airports, including London City Airport (UK), Heathrow Airport (UK), Saarbrücken (Germany), Erfurt (Germany), and Dresden (Germany) are operating through expansion and modernization programs.

Source: PR Newswire

ACI favours seamless integration of Advanced Air Mobility

The Airports Council International (ACI) World has launched its first policy brief on advanced air mobility (AAM), advocating for seamless integration of these new entrants into airports, alongside a knowledge centre on drone risk mitigation to promote safe and secure operations at airports.

The policy brief sets forth ACI's positions and key policy statements on the integration of AAM into the airport environment. This is timely as the growth in the development of electric and hybrid aircraft for urban, suburban, and rural operations for passengers and cargo is rapidly advancing.

The concept of AAM includes electric-powered Vertical Take-off and Landing (eVTOL) aircraft, which could be piloted, piloted remotely, or can even operate autonomously in the future.

The exponential growth of AAM and the opportunities and challenges that this rapidly expanding segment of air activity will bring means that airport operators have to consider the potential impacts these new operations will have on the airport system in the coming years.

Expected market and regulatory developments are covered in the policy brief as well as considerations for airport operators and policymakers in the areas of safety and security, master planning, sustainability and public acceptance, revenue generation, unmanned traffic management, cargo operations, and customer experience.

In parallel, ACI World has launched an online Counter Drones Knowledge Centre, supported by Vigilant Drone Defense Inc., which is aimed to arm airports with resources and information on the prevention of unauthorized drone and unmanned aircraft system (UAS) activities that would interfere with safe airport and air traffic operations.

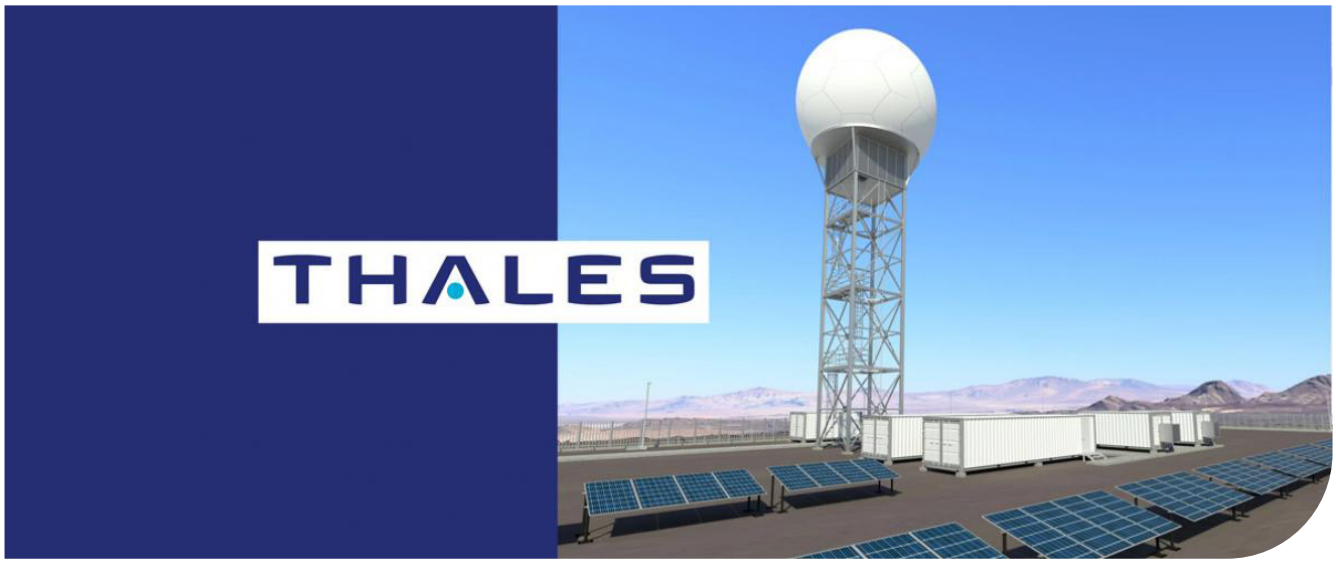
The knowledge centre collects a wide range of publicly available guidance material, regulations, white papers, and policies on the topic of drone risk mitigation from around the world. It provides airports and the public with a global "one-stop shop" reference base of information.

> **The concept of AAM includes electric-powered Vertical Take-off and Landing (eVTOL) aircraft**

Airports can harness the new opportunities brought about by AAM and integrate this into their operating and business models, bringing added value to local communities, businesses as well as facilitating the societal transformation towards sustainability which these types of innovations will bring, said ACI, the trade association of the world's airports whose 717 members operate 1950 airports in 185 countries.

Source: Zawya





Chile to get the world's first fully sustainable, solar-powered ATC radar

The first ATC radar station in the world to be powered 100 per cent by sustainable solar energy is being deployed in Chile.

The revolutionary innovation uses green technology and 330 solar panels, taking advantage of the high rate of solar incidence in Chile. Comprised of a primary Star NG and secondary RSM radar, the radar station will improve the air traffic surveillance in Northern Chile and increase Calama's airport safety with the broadcast coverage in the market.

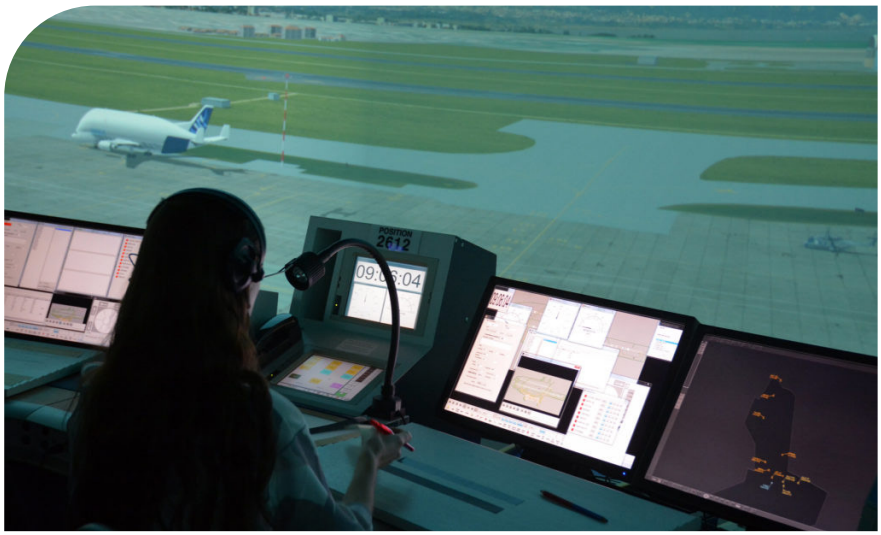
Thales, a global technology leader, is advancing air traffic surveillance and safety in Chile with a revolutionary new radar station 100 per cent powered by sustainable solar energy. Located in Calama, in the Atacama Desert, the first of its kind radar system leverages 330 solar panels to take full advantage of the high levels of sunshine in the region.

Developed by Thales for the Dirección General de Aeronáutica Civil (DGAC), the civil aviation authority of Chile, the solar-powered radar station is comprised of an advanced and efficient Star NG primary radar, as well as an RSM secondary radar.

Combined, the radars provide all the operational surveillance requirements of both civil and military air traffic control and detect both slow and fast-moving targets such as helicopters, commercial planes, and jets. The system also delivers windfarm mitigation filters.

The innovation in terms of alternate and greener power generation is a solution that comprises not only a set of solar panels but an efficient and comprehensive power management system that could be employed on different sites. Advanced battery technology, as well as backup generators, are deployed to secure the overall radar station operations and safeguard it against power outages or limited availability of regular sources.

Source: Thales



New Airbus facility to research cryogenic fuel systems



Airbus is launching a UK-based facility focused on hydrogen technologies, a move which represents its latest attempt to support the design of its next generation of aircraft. Airbus said the Zero Emission Development Centre in Filton, Bristol, had already begun working on the development of the tech.

One of the site's main goals will centre around work on what Airbus called a "cost-competitive cryogenic fuel system" that its ZEROe aircraft will need. Details of three zero-emission, "hybrid-hydrogen" concept planes under the ZEROe moniker were released back in Sept. 2020. Airbus has said it wants to develop "zero-emission commercial aircraft" by the year 2035.

The ZEDC in the UK will join other similar sites in Spain, Germany and France. "All Airbus ZEDCs are expected to be fully operational and ready for ground testing with the first fully functional cryogenic hydrogen tank during 2023, and with flight, testing starting in 2026.

The environmental footprint of aviation is significant, with the World Wildlife Fund describing it as "one of the fastest-growing sources of the greenhouse gas emissions driving global climate change."

The WWF also says air travel is “currently the most carbon-intensive activity an individual can make.” Airbus CEO Guillaume Faury said aviation would “potentially face significant hurdles if we don't manage to decarbonize at the right pace.”

