حكومة دبي
GOVERNMENT OF DUBAI

هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

Via Dubai عبر دبي

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Summer Rush

ATC systems at Dubai airports to be upgraded with AI

Etihad Airways to double its fleet

EK passengers can enjoy free Wi-Fi on-board

DCAA signs MoU with Dubai Municipality for Dubai Horizons project



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Dubai Civil Aviation Authority

In 2007, the functions of the Department of Civil Aviation were restructured. Accordingly, the Dubai Civil Aviation Authority (DCAA) was established as a regulatory body, by a decree of H.H. Sheikh Mohammed Bin Rashid Al-Maktoum, Ruler of Dubai, on proclamation of law No. 21 of 2007, as amended by law No. 19 of 2010, to undertake development of Air Transport Industry in the Emirate of Dubai and to oversee all aviation-related activities.

ViaDubai

Via Dubai is the official bilingual monthly newsletter of DCAA, designed to highlight the initiatives and developments in the aviation industry and act as a knowledge-sharing platform for all the stakeholders and aviation professionals.

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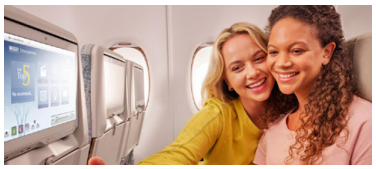
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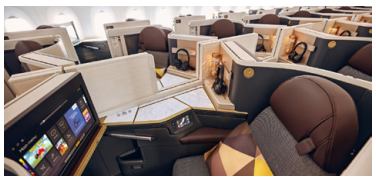
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Tourism sector in the UAE to hit pre-pandemic levels

The 2023 Economic Impact Research (EIR) of the World Travel and Tourism Council (WTTC) has announced that the UAE tourism sector is expected to reach pre-pandemic levels by the end of 2023. According to data provided by WTTC, the sector will contribute a total of AED180.6 billion to the UAE economy by the end of this year.





Designer selected for newest US ATC Towers

The US Federal Aviation Administration has chosen the New York-based Practice for Architecture and Urbanism (PAU) studio to design the country's newest air traffic control towers. I M Pei's iconic mid-century towers will be replaced by PAU's adaptable and highly sustainable prototype, which offers a unique architectural solution that combines form and function for the twenty-first century.



Smart technology transforming New York's airport system

Rolls-Royce has successfully tested its new UltraFan technology demonstrator. The British engine manufacturer said the UltraFan development project, first publicly announced in 2014, is strategic for Rolls-Royce since it represents the first entirely new engine architecture in the last six decades.



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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Memorable Travel Season



Dubai Airports expects that the summer season between June and August will post record growth levels in passenger traffic, encouraging it to increase its expectations of an increase in the total number of passengers passing through the Dubai International Airport from 78 million in 2022 to 83.6 million passengers this year.

The optimistic expectations come in parallel with the growth of the huge demand for travel during the current period and the record increase in traffic during the first quarter of this year. The world's top airport for international travellers received about 21.2 million passengers, bringing it close to the targets achieved during the same period in 2019.

Dubai's leadership in the global air travel domain, and its international airport maintaining the lead in the list of the busiest international airports in the world for the ninth year in a row is the fruit of several factors, most notably being its strategic location and advanced technologies at the giant facility, the expansion of the network of destinations and the efficient human resources that provide the best services and satisfactory and memorable travel experience.

We are moving confidently towards the goals set by our wise government to make Dubai 'the airport of the world'. The high growth indicators that we continue to achieve and the precious confidence that we enjoy from our passengers is a clear sign that we are flying high and in the right direction.

As we prepare to start the travel season again, Dubai International Airport's operator has completed its preparations to keep pace with the influx of millions of passengers during the summer season and is keen to provide them with a smooth and wonderful travel experience.

Ahmed bin Saeed Al Maktoum

Strategic MoUs



The Dubai Civil Aviation Authority (DCAA) has signed three important Memorandums of Understanding (MoU) with three of its strategic partners - Dubai Municipality, Dubai Aviation City Corporation and Dubai Integrated Economic Zones Authority – covering several issues in the vital domains.

The MoU with the Dubai Municipality is for the collaboration on the Dubai Horizons project for the planning of drone flight routes and landing sites. Dubai continues to strengthen its infrastructure in crucial sectors, including the infrastructures that will serve the drone sector through the Dubai Horizons project. The project will help develop new technologies used in this sector by integrating the Dubai air dome system and Unmanned Aircraft System traffic management into the comprehensive urban plans to facilitate Dubai becoming a model for cities of the future and enhance its global competitiveness.

The partnership will strengthen Dubai's position as a centre of innovation in the aviation industry and create an encouraging climate for investment in the sector. The deal will help develop a comprehensive geospatial data plan for Dubai. The project will run for three years from its launch date and will be implemented in Dubai Silicon Oasis as a trial run. DCAA will offer the civic body geospatial digital data and information related to unmanned aerial vehicle flight routes, airport locations and the vertiport for the UAVs. The two MoUs with the Dubai Aviation City Corporation and Dubai Integrated Economic Zones Authority will help consolidate DCAA's crucial role in making Dubai 'the airport for the world', as these MoUs focus on digital connectivity between the three government entities using 'Network Services' technology via the blockchain, for issuing permits for commercial aviation activities and expediting quick approvals for commercial licensing transactions at the Al Maktoum International Airport Free Zone and the Dubai Airport Free Zone.

We are pleased to sign these strategic agreements that keep pace with the aspirations of our wise government and boost Dubai's position as a model for cities of the future and enhance its global competitiveness. It also establishes fruitful cooperation, one of the results of which will be the provision of incomparable services to customers with Dubai in all its sectors and pave the way for them to further growth and prosperity.

The deal also seeks to automate the Dubai Aviation City Corporation's verification of commercial licenses, providing customers with a seamless and streamlined experience via a single integrated link portal. We are pleased with the signing of these strategic agreements that will help keep pace with the aspirations of our wise government and establish fruitful cooperation that will lead to the provision of incomparable services to customers in all sectors and pave the way to further growth and prosperity.

Mohammed Abdulla Ahli



Dubai Civil Aviation Authority signs MoU with Dubai Municipality for Dubai Horizons project

Dubai Municipality signed a Memorandum of Understanding (MoU) with the Dubai Civil Aviation Authority (DCAA) for collaboration on the Dubai Horizons project, concerning the planning of drone flight routes and landing sites. The MoU was signed in the presence of His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman of DCAA, Chairman of Dubai Airports and Chairman and Chief Executive of Emirates Airline and Group. The foundations of mutual strategic cooperation will be strengthened by signing the MoU, ensuring that institutional integration is achieved in accordance with their strategic plans.

His Highness Sheikh Ahmed bin Saeed Al Maktoum affirmed that the Emirate of Dubai continues to strengthen its infrastructure in a number of crucial sectors, including the infrastructures that will serve the drones sector in the emirate through the Dubai Horizons project. The project will offer an opportunity to explore and develop ways of cooperation in new technologies used in this sector by integrating the Dubai air dome system and Unmanned aircraft system traffic management to the comprehensive urban plan of the emirate, which cements Dubai's leading position as a model for cities of the future and embodies Dubai Government's proactive aspirations that enhance its global competitiveness.

The MoU was signed by His Excellency Dawoud Al Hajri, Director General of Dubai Municipality, and His Excellency Mohammed Abdulla Ahli, Director General of the DCAA in the presence of several executive leaders from both organizations.

Al Hajri said: “We are eager to sign strategic partnerships and agreements that would broaden the scope of our cooperation and enable us to share expertise and knowledge across various fields in order to advance the growth of key industries and services that boost Dubai's appeal and leadership, particularly in the aviation industry and site planning for airports and airfields designated for drones. We value our partnership with the DCAA, which will strengthen Dubai's position as a center of innovation in the aviation industry and create an encouraging climate for investment in the sector.”

Through the MoU, both parties aim at leveraging the expertise of each other in developing a comprehensive geospatial data plan for the Emirate of Dubai. This plan will include geospatial data for the infrastructure that will support the unmanned aerial vehicle industry, as well as the partners’ collective knowledge on organizing the sector in the emirate and the expertise of Dubai Municipality in urban planning.

In accordance with the emirate's future plans in the area of air mobility, the MoU aims to achieve the goals and strategies of the Dubai Government and the Municipality for the Dubai Horizons project, including planning unmanned aerial vehicle flight routes, airport locations and the vertiport of the unmanned aerial vehicle which determined and approved by Dubai Civil Aviation Authority.

The project, which will run for three years from the initiative's launch date, will be implemented in Dubai Silicon Oasis as a trial run. Dubai Silicon Oasis has been chosen as the designated entity for implementing and experimenting with the Dubai Horizons project and other comparable experiences to develop and realize shared goals and strategies between the two parties.

In accordance with the MoU, Dubai Municipality will provide the DCAA a direct link to an online portal that contains databases, digital data of a geospatial nature, and 3D charts in Dubai Silicon Oasis, as well as the servers and geospatial databases required to store these data and 3D charts and publish them on the appropriate systems. The memorandum states that Dubai Municipality would also include the Unmanned Aerial Vehicle industry and all associated requirements and applications into the infrastructure of the systems and offer advisory services in the area of Geographic Information Systems (GIS) to further the interests of the parties.

Through electronic connectivity, the DCAA will offer the Dubai Municipality with geospatial digital data and information related to unmanned aerial vehicle flight routes, airport locations and the vertiport of the unmanned aerial vehicle. Additionally, the DCAA will assist Dubai Municipality by facilitating the procedures for carrying out the first phase of the project's by hosting workshops and providing the Municipality with the regulations, technical specification and approved documents of the unmanned aerial vehicle route planning that have been approved by the partners.

Visit of the Dubai Civil Aviation Authority delegation to the Republic of Seychelles

Dubai Civil Aviation Authority delegation, represented by Mr. Abdulla Al Blooshi and Mr. Ibrahim Al Sabt, visited the Republic of Seychelles, and met Mr. Anthony Derjaques- Seychelles Minister for Transport, along with delegation from the Seychelles Civil Aviation Authority. During the meeting, several topics related to the civil aviation sector were discussed. The visit aims to exchange experiences, knowledge, and cooperation between the two sides to serve the civil aviation industry.





Dubai Civil Aviation Authority signs MoU with Dubai Aviation City Corporation and Dubai Integrated Economic Zones to Accelerate Digitalization of Aviation Operations

In the presence of H.H. Sheikh Ahmed bin Saeed Al Maktoum, Chairman of Dubai Civil Aviation Authority, and Chairman and Chief Executive of Emirates Airline and Group, two significant agreements have been signed. The first agreement was a partnership focused on the integrated link between the Dubai Civil Aviation Authority and Dubai Aviation City Corporation, and the latter was signed for the same purpose between the Dubai Civil Aviation Authority and the Dubai Integrated Economic Zones Authority.

The agreement underscores the commitment of all parties to bolster strategic partnerships and unify their efforts to achieve comprehensive development in the UAE.

These agreements aim to foster enhanced cooperation and integrated link using 'Web Service' technology for issuing commercial activity permits in the aviation sector, thereby enabling immediate approvals from DCAA for commercial licensing transactions in the Al Maktoum International Airport and Dubai Airport Freezone. It also strengthens institutional information and data management cooperation, facilitating systematic integration.

On this remarkable milestone, His Highness Sheikh Ahmed bin Saeed Al Maktoum said: "This MoU is a strategic milestone in reshaping Dubai's aviation industry and consolidates the emirate's position as a global leader in digital transformation in the aviation industry. Integrating cutting-edge technology and digital solutions into Dubai's aviation operations is not just a business strategy but a fundamental dedication to customers, partners, and the city's future. By creating an environment that encourages the synergy of technology and human ingenuity, Dubai strives to achieve unprecedented efficiency and customer satisfaction."

The signing of the MoU outlined crucial objectives, including implementing Dubai's paperless strategy through advanced technologies, establishing an integrated system for paperless governmental operations, and securing data exchange between entities. The MoU also seeks to automate the DACC's verification of commercial licenses, providing customers with a seamless and streamlined experience via a single integrated link portal.

The partnership agreement between the Dubai Civil Aviation Authority and the Dubai Integrated Economic Zones Authority entails the integrated link of data and information through a fully-integrated and activated blockchain technology connection. This linkage is realized through a fully-integrated and activated connection designed to employ blockchain technology, thereby enhancing the speed and accuracy of service provision.

The first agreement was signed by HE Mohammed Abdullah Ahli, Director General of the DCAA, and HE Khalifa Al Zaffin, Executive Chairman of Dubai Aviation City Corporation and Dubai South.

The second agreement was signed by HE Mohammed Abdullah Ahli, and HE Dr Mohammed Alzarooni, Executive Chairman of DIEZ Authority, in the presence of senior executives across all entities.

HE Khalifa Al Zaffin said: "This MoU is a testament to the power of collaboration and digital innovation through which we are strategically creating a digital ecosystem, largely based upon integrated link to fuel growth across multiple sectors. This system of digital cooperation is the key to unlocking the potential of our diversified and resilient economy. Our holistic approach allows us to view the digital transformation in the aviation sector as a cornerstone for developing a diversified and resilient economy. We are keen on exploring the opportunities this MoU will present and are committed to harnessing them for sustainable growth."

HE Dr Mohammed Alzarooni, said: "Dubai has always been at the forefront of adopting cutting-edge technological solutions to enhance its digital ecosystem and facilitate business operations for companies in the UAE, and such agreements strengthen the integrated link between government agencies in the aviation, transport, and trade sectors by improving customer service. This consolidates the emirate's position as a global hub for trade and business, attracting foreign investments and global businesses, in line with the objectives of the Dubai Integrated Economic Zones Authority, which seeks to create a dynamic and advanced business environment through its economic zones. Emphasizing an innovative approach, these agreements also develop an integrated ecosystem of services and facilities that enhance business growth, operational speed, and efficiency."



EK passengers can enjoy free Wi-Fi on-board

All Emirates passengers in every class of travel can now enjoy some form of free connectivity once they sign up for Emirates Skywards. This has been made possible through a recent enhancement to the carrier's inflight connectivity. The development has resulted in an additional 30,000 Economy Class passengers connecting to complimentary onboard Wi-Fi every week.

All Emirates Skywards members in every class of travel can now enjoy some form of free connectivity. Skywards members, whether Blue, Silver, Gold or Platinum tier, travelling in any class — whether Economy, Premium Economy, Business or First Class — will enjoy free app messaging. Additionally, First Class passengers will have unlimited free internet if they are Skywards members, enabling them to shop or work online while on the flight, as also Silver, Gold and Platinum Skywards members travelling in Business Class. Platinum Skywards members have complimentary internet access in all classes. The airline has constantly been at the forefront of inflight Wi-Fi developments and has to date invested more than US$300 million into onboard connectivity. Emirates also announced that it will offer new high-speed, inflight broadband powered by Inmarsat's GX Aviation, on board 50 new Airbus A350 aircraft — scheduled to enter service in 2024. The new agreement will significantly improve the passenger experience with enhanced connectivity and greater global coverage, even on flights over the Arctic. The Airbus A350s will be the first Emirates aircraft to take advantage of Inmarsat's Global Xpress (GX) satellite network, which powers the world's first and only globally available broadband network, ensuring passengers can enjoy uninterrupted global connectivity, no matter their destination, including the North Pole. Emirates also confirmed an investment of over US$ 350 million to equip a 50-strong fleet of A350s coming in 2024 with enhanced passenger connectivity via Thales' AVANT Up system and Optiq — the first smart display in the industry to offer two Bluetooth connections, built-in Wi-Fi for passengers to pair multiple devices including phones, tablets, headphones or even game controllers while supporting up to 60 watts USB-C to fast-charge personal devices. The increase in free connectivity has been well received by Emirates' passengers following changes in January 2023. Today, the airline sees an average of 450,000 users per month. This represents a 30 per cent increase in passenger use in 2023 versus the same period last year. Currently, almost 10 per cent of all passengers are utilizing the complimentary onboard Wi-Fi. On routes through the Americas, almost 20 per cent of passengers connect to Wi-Fi onboard, and on European and African routes the usage is over 11 per cent of all passengers.

Source - Zawya

Etihad Airways to double its fleet

Etihad Airways is aiming to double its fleet to 150 aircraft to enable it to triple its passenger capacity to 30 million by the end of the decade, according to its Chief Executive Officer Antonoaldo Neves. This follows a shift in strategy to focus on medium to long-haul destinations, moving away from operating ultra-long-haul flights where competition is intense and profitability challenging, Neves said.

The plan is to connect China, Southeast Asia, India and the Gulf Cooperation Council (GCC) countries to Europe and the US East Coast. Our mandate is very clear. We don't fly to places where we don't make money, he said. Last October, Abu Dhabi sovereign wealth fund ADQ took full control of the airline, appointing Neves who had previously led a turnaround at TAP Air Portugal (TP, Lisbon). The UAE airline wrapped up a five-year turnaround plan and signalled renewed aspirations to become a leading global airline after it scaled back following the impact of Covid-19.



At the end of 2021, Etihad had placed its previous fleet plans on hold and announced it would rebuild as a medium-sized carrier with smaller wide-body B787s once Covid-19 eased. However, in July 2022, the airline announced a record-breaking first-half profitability of USD296 million following increased passenger travel demand. The fleet currently comprises 93 aircraft, with a further 99 to be delivered. Of these, 30 are B787-9s with 11 more on order; nine B787-10s with 21 more on order from Boeing; and five A350-1000 with 15 more of the type to be delivered from Airbus. It also has on order twenty A321-200Ns, seven A350Fs, eight B777-8s, and seventeen B777-9s. The existing fleet also includes fifteen A320-200s, nine A321-200s, three A330-200s, ten A380-800s, five B777-200Fs, and seven B777-300ERs.

Source –Ch-Aviation



ATC systems at Dubai airports to be upgraded with AI



Air traffic control systems at both of Dubai's airports are to be powered by artificial intelligence to boost efficiency. The contract for the high-tech upgrade called the Integrated Air Traffic Control Suite, was awarded to Swedish aerospace company Saab in 2022, with the technology now being delivered and installed at Dubai International Airport and Al Maktoum International Airport — also known as Dubai World Central — as well as at Emirates Flight Academy and the Contingency Operations Centre. The technology aims to make the challenging job of an air traffic controller easier by collating crucial radar and flight data in one place. It is being rolled out to reduce air traffic controllers' workload and increase safety, with the aid of automated devices which support the sequencing of departures. David Shomar, Vice President of Civil Security for Saab's Middle East and North Africa operation, said it would take about a year for the technology to come into use. "Our system, which we're installing now, takes all the information that controllers have from all different places, for example, radars and flight data that's coming in, and combines it into one controller working position." Instead of having to look at different screens, the controller only has to look at one screen. Advanced AI is also being used to help prepare for potential incidents and manage traffic flow in terminals, an increasingly important tool for an emirate which welcomes millions of passengers each year.

Source –The National

UAE carriers operate 28 weekly flights to Malaysia

The UAE and Malaysia have set a remarkable model for strategic cooperation in the aviation and tourism sectors, with the increase in the number of flights of national carriers and the steady growth in the flow of visitors, amid promising prospects for the growth of tourism and travel between the two countries. The UAE national carriers have scaled up their flights to Malaysia in a bid to keep pace with the momentum of the flourishing joint strategic partnership between the two countries. The General Civil Aviation Authority (GCAA) told the Emirates News Agency (WAM) that the UAE national carriers - Etihad Airways, Emirates and Aira Arabia - are operating 112 monthly flights or 28 weekly flights from Abu Dhabi, Dubai and Sharjah respectively to the Malaysian capital Kuala Lumpur. The GCAA explained that Etihad Airways, Emirates and Aira Arabia operate 7, 14 and 7 weekly flights respectively from Abu Dhabi, Dubai and Sharjah to Kuala Lumpur. Etihad Airways began flying to Kuala Lumpur in 2007 and has since flown 2.7 million passengers to the Malaysian capital. In 2019, Etihad Airways signed a partnership with Tourism Malaysia to attract visitors from Europe and the Middle East to Malaysia, via the airline's Abu Dhabi hub. Emirates began Dubai (DXB) to Kuala Lumpur (KUL) service in 1995.



Source –Gulf News



Women represent 42% of the workforce in UAE aviation

The UAE has made significant strides in empowering women in the aviation industry, with nearly 27,000 women currently employed in the sector. This represents 42 per cent of the workforce, according to Mervat Sultan, President of Women in Aviation's Middle East Chapter. "If you want to build your nation, you need to build a generation first. Women's empowerment is essential for betterment of the society. For this, women's education and training are more important. We need to educate parents and children as well about employment opportunities in aviation," she said. "Women are in all areas of aviation, not only as pilots. There are more engineers, air traffic controllers, medical, technical and legal staff," she said. Women in Aviation 10th Anniversary Conference took place as a co-located event of the 22nd edition of the Airport Show in May amidst a brighter outlook for complete and sustainable recovery, growth of passenger demand and focus on future mobility, sustainable infrastructure and innovation. Kuljit S Ghata-Aura, President, Boeing Middle East Türkiye and Africa, said Boeing has taken steps to support gender equality in the workplace in the UAE. In December 2022, we joined 15 companies from the UAE's private sector in signing a pledge to accelerate the advancement of gender equality in the UAE's workforce by increasing the representation of women in leadership roles to 30 per cent by 2025.

Source - Zawya

Air Arabia to launch new route to Samara in Russia

Budget carrier Air Arabia, the UAE's only publicly listed airline, has launched its fifth new Russian route, Samara. The new flights between Sharjah International Airport and Kurumoch International Airport in Russia will operate three flights weekly, starting from the first day of October. Adel Al Ali, Group CEO of Air Arabia, said the new service to Samara underscores our commitment to continue providing our customers with affordable travel options while supporting trade, tourism, and cultural exchanges. The new service represents the fifth city in Russia that Air Arabia serves after Ufa, Kazan, Yekaterinburg and Moscow. With the addition of Samara to its network, Air Arabia continues to offer its passengers the opportunity to explore new destinations across its extensive global network. Air Arabia reported a net profit of AED342 million for the first three months of this year ending March 31, an increase of 17 per cent compared to AED291 million registered in the corresponding quarter in 2022.

Source - Zawya

Mahindra starts cargo charter operations in Dubai

New Delhi-based Mahindra Logistics has launched its cargo charter operations in the Middle East, with headquarters in Dubai. A subsidiary of India's Mahindra Group, MLL specializes in technology-driven integrated solutions for third-party logistics, express and cross-border supply chain management, and freight forwarding across over 55 global lanes. The new cargo charter operations will cater to clients in industries such as electronics, consumer durables, pharmaceuticals, and engineering. Dubai was selected as the base for global charter operations due to its strategic significance. As India's third-largest trading partner in 2021-22, the UAE has become a crucial regional and global trading hub. Mahindra Logistics will cover the extensive Middle East region through its Dubai operations. Entering the global air cargo charter sector as a neutral player, MLL will provide dedicated aircraft, faster transit times, and expertise in developing end-market solutions. This includes integration with other logistics services and a robust technology interface.

Source - Live Mint



Summer Rush

Dubai International Airport is all set to handle a record passenger traffic level during the crowded summer season. The operator of the world's top airport for international passengers has revised its 2023 passenger traffic forecast to 83.6 million



Passenger traffic through the Dubai International Airport is expected to post record-breaking growth during this summer holiday season that extends from June to August. This is coming at a time when its operator, Dubai Airports, has upgraded the DXB's forecast of passenger traffic from 78 million to 83.6 million passengers during the entire 2023, based on the solid growth of traffic recorded in the first quarter of this year, during which the world-class facility welcomed about 21.2 million passengers, bringing it closer to the same figures achieved during the same period in 2019.

DXB's passenger traffic grew by 95.6 per cent during the first quarter of this year, compared to the same period last year, to maintain topping the list of the world's busiest international airports for the ninth year in a row. Forecasts by Dubai Airports indicate strong traffic during the coming months, especially in light of Dubai hosting several major international events, including the 18th edition of Dubai Airshow and COP-28, the UN Climate Change Conference or Conference of the Parties of the UNFCCC. It will be the second time in as many years that the annual talks will be held in the Middle East.

Dubai's iconic Emirates Airlines has expressed optimism about a strong recovery during the upcoming summer season, in light of full occupancy rates witnessed on several flights within its global network of destinations, especially with the addition of more Airbus A-380 aircraft to its summer flights schedule. The carrier noted that the travel demand is still recording strong levels, and forecasts 2023 will be a year of strong recovery, exceeding the levels recorded during 2022.

Budget carrier flydubai is gearing up to handle the busiest-ever summer season with an additional seat capacity and several new destinations joining its network as of June. It has

welcomed 3.37 million passengers onboard its flights during the first quarter of this year, with a 50 per cent growth over the same period in 2022. The carrier also indicated its seat capacity will grow by 20 per cent during this summer period season when compared with the same period in 2022. Data released by Emirates and flydubai demonstrated a continuous surge in the number of destinations on their global networks with the resumption of their flights to several international destinations on the six continents of the world, in addition to new destinations getting added to their global networks since the beginning of this year.



According to the data, the two carriers reached a combined total of 270 global destinations by the end of the first quarter of 2023, with Emirates covering 150 destinations including nine cities for cargo services. flydubai's network covered 120 destinations in 52 countries, including 75 destinations that were not previously not connected directly with Dubai, or not previously served by direct flights from the most economically vibrant and dynamic emirate. The data revealed these carriers opened and resumed flights to 16 stations since the beginning of 2023, while they also plan to add more flights to their existing routes and launch new destinations during the coming months, including seasonal destinations for their summer flight schedules. Global travel data provider OAG International confirmed Dubai International Airport ranks first as the world's largest air transport hub in terms of scheduled seat capacity on outbound international flights. It is also the fastest growing in the top 20 list of the world's largest airports. It noted that DXB has recorded the highest capacity growth with an increase of 39.2 per cent in May 2023 compared to May 2019 - before the pandemic.

Airlines operating at DXB added over 225,000 scheduled seats on their flights during May 2023, compared to last April, making for about 1.23 million seats on an annual basis till the end of May 2023. In cooperation with its strategic partners, Dubai Airports is in continuous coordination during peak times, taking advantage of the high-quality infrastructure and smart services on offer to ensure a seamless passenger experience.



Kashif Khalid, Regional Director, Africa & Middle East, IATA

Back to flying colours

Gulf airlines set for record profits; Middle East is leading recovery globally; airport expansions at full throttle

The Middle East is leading traffic numbers in terms of recovery globally and the aviation industry is expected to see traffic going back as well above 2019 levels within the next few months. In aviation, Middle East is the only region, apart from North America, which is actually going to make profit in 2023.

Emirates, Flydubai, Etihad Airways, Air Arabia have provided robust growth figures, reinstated capacity, and are looking at record profits this year thanks to their expanded operations, very healthy demand from the passengers. (Emirates Group has already reported record profit of AED10.9 billion and revenue of AED119.8 billion), according to Kashif Khalid, Regional Director, Africa & Middle East, International Air Transport Association (IATA), who spoke to Via Dubai on the sidelines of the Airport Show in Dubai.



Excerpts:

How is the aviation industry recovering?
At a global level aviation traffic is at approximately 88% of 2019 numbers. Now what that means is that we are almost back to pre-pandemic levels and with the opening of China more recently, we can expect to see traffic go back as well above 2019 levels within the next few months.

Throughout the pandemic there was an inverse relationship between passenger traffic as well as cargo traffic. What we are seeing right now is a more realistic growth in 2024.

How is the Middle East performing?
The Middle East is leading traffic numbers in terms of recovery globally. We are at 93% of 2019 levels, and very soon we are forecasting that the Middle East, especially places such as Dubai, Abu Dhabi in the UAE plus the exponential growth in Saudi Arabia will definitely cross the 100% recovery.

What's the kind of investments and airport projects coming up?
The Middle East and Asia-Pacific regions are expected to account for 58 per cent of the global air passenger demand in 2040.

With more than 110 airports, the Middle East is the fastest growing in the world, accounting for 170 million of the global traffic.

There are 425 major construction projects at existing airports, with US$450.7 billion in total committed expenditure globally, each of which is at various stages, from preparatory to near-completion, according to the Centre for Aviation (CAPA).

There are 225 new airport projects globally. The airport projects investor numbers have risen to 1,074, including 258 airport operator groups or consortiums. Of this, 155 are airport projects in the Middle East with an estimated investment of $209.4 billion. Middle East airports to handled 1.1 billion passengers by 2040.

What is the forecast for the next couple of years?
Next year we are going to be slightly above the 100 per cent mark, and then 2025 we are going to be looking at a meaningful recovery for passenger traffic.

If we look at our long-term forecast up until 2040, our numbers have taken a dip as a result of the Covid pandemic, a dip that we saw from March 2020 up until the end of 2021. But the long-term fundamentals of aviation are very strong.

How are the airports in the region faring?
Airports in the region have scored very highly when it comes to passenger satisfaction in the last couple of years.

The airlines in this region as well as the airports do a phenomenal job when it comes to the passenger experience. Minimum wait times at check-in and back drop and immigration security as well as a great experience when it comes through the commercial offerings.

What is the estimated investments and projected passenger numbers?
Airports in the Middle East will need to invest US$151 billion in capacity expansion as the global air passenger demand is expected to increase more than two-fold in 2040. For the Middle East and Asia-Pacific airports put together, the investments required are in the range of $2.4 trillion until 2040.

Close to 19.7 billion passengers are expected to traverse the world's airports by 2040 and the Middle East airports will handle 1.1 billion passengers by 2040, a significant increase from 405 million in 2019.

What is the long-term outlook?
We are still forecasting a 4.2 per cent cumulative growth rate for the next 20 years or so. And many important factors go into this when we look at the economies of the Gulf region and more importantly, the UAE. Dubai has always put aviation first and foremost. GDP contribution by aviation is well over 20 per cent for the Emirate of Dubai, and very fast growing for the Emirate of Abu Dhabi as well.

So from an aviation perspective, not only the UAE but the transformation programs taking place in Saudi Arabia as well as the liberalization of visa policies both in the region as well as traffic coming in from new markets such as China and India is going to lead to a very healthy growth for the aviation industry in the Middle East region and more importantly for Dubai as well.

What are the challenges you foresee?

Globally, if we aggregate the response that we've seen from a passenger survey is that the top three areas where passengers come back and tell us what their challenges are, are on transfer security, immigration and baggage collection.

We saw a range of challenges, mainly in Europe, where airports were not performing or had staffing issues, ground handling issues, or airport capacity issues that led to bottlenecks at immigration, security, customs.

How different is the Middle East?
However, within the Middle East we don't have typically these challenges because the governments and the stakeholders, such as the regulatory agencies, the GCAA, the airports, the ground handlers, the airlines, work symbiotically to help achieve good passenger growth. More importantly for passengers, convenience is always the top priority.

What are the competitive advantages of the UAE?
Over 520 route connections are available to the UAE, which we rank as one of the most connected economies from an aviation perspective globally. Convenience is another determinant where passenger satisfaction is concerned. As high as 82 per cent of passengers are satisfied when they are able to pick their preferred payment method. So when booking or planning their trip, passengers look at a proximity to the airport. And within the UAE, this creates an interesting dynamic because passengers have the ability now to choose between Dubai or Abu Dhabi with the integration or collaboration between Emirates Airlines and Etihad.

How far the relaxed visa regimes helped aviation industry?
In the UAE, the stakeholders do a fantastic job of having a very liberal and robust visa policy, and also having electronic visas for travellers coming into the country as well.

One of the things we at IATA are investing a lot of time and resources is looking at biometrics and how biometric facilitates the flow of airports in the future.



Never Give Up

In an exclusive interview to Via Dubai, Jessica Cox, the world's first licensed armless pilot, talks about motivating and building authentic confidence in the disabled community. The first armless black belt runs Rightfooted Foundation International for mentoring and educating. She grew up using prosthetic arms which she had to practice with countless hours of therapy after school. After 11 years of wearing them, Jessica decided to stop using prosthetic arms and embrace what makes her different. She graduated from the University of Arizona with a degree in Psychology and Communication. She decided to pursue flight lessons to overcome her greatest fear: flying. After an arduous three years, she became a certified pilot, earning the title of the first woman to fly an aeroplane with her feet. Jessica travels the globe motivating people to overcome their perceived limitations with her inspirational speeches.



She has spoken to audiences in 23 countries. For almost 20 years, Jessica has personally mentored over 100 children with disabilities and touched more than half a million people with her talks.

Has it been a tough decision for you to become a pilot?
It wasn't a tough decision for me to become a pilot. The moment I first touched the controls of a small aeroplane by myself, I knew I wanted to become a pilot.

What challenges did you face from the day you decided to fly an aircraft?
I faced several challenges in becoming a pilot. The biggest challenge was figuring out how I could control an aeroplane with my feet when most aircraft are designed to be flown with both hands and feet. The solution was a vintage aeroplane. Ercoupe are designed and built in the 1940s to be simple and easy to fly. Two of the controls, the rudder and aileron, are normally independent. In Ercoupe, they are linked together. That meant I could put one foot on the throttle and the other foot on the yoke. I was able to fly the aeroplane. It was a long and difficult process, but I never gave up on my dream.

What was your reaction when you flew for the first time piloting an aircraft?
When I flew for the first time piloting an aeroplane by myself, I felt an incredible sense of freedom and empowerment. It was an amazing feeling, and it made all of the hard work and challenges that I had faced up to that point completely worth it.

What advice do you give to People with Disabilities keen to pursue the dream of becoming a pilot?
My advice for those with disabilities who want to pursue the dream of becoming a pilot is to never give up. Surround yourself with supportive and encouraging people, and don't be afraid to ask for help when you need it. Unfortunately, aviation still has a long way to go to be accessible to all People with Disabilities. We call for all to work together to change the scenario.

Are the rules/regulations hinder disabled people from pursuing their career dreams or there is a lack of ambition and the will to overcome barriers?
Lack of ambition and will overcome barriers is not what hinders pilots with disabilities from pursuing their dream careers. It is the rules, regulations, and the environment that can be very restrictive and make it difficult for disabled people to enter the aviation industry. Many regulators make assumptions about them. The design of aeroplanes is also a challenge. Over the years, people have created hand controls for pilots to fly without the use of their feet. Only two small aircraft manufacturers that I know of provide those modifications as legal changes to their aircraft. However, the experimental aircraft category is an expanding option for recreational or private pilots to modify their aircraft to accommodate their disabilities.

Did you get the family's support in your endeavour?
Yes, I did receive the support of my family to learn to fly, which was incredibly important to me. Having a support system in place is crucial when pursuing a difficult goal, like becoming a pilot.

Does the aviation industry encourage women to enter the cockpit?
The aviation industry has become very receptive and encouraging for women to become pilots. However, there is still more work that needs to be done to create a more diverse and inclusive industry. As of 2022, nine per cent of pilots in the US were women, an increase of 50 per cent over the previous decade.

How do you overcome the challenges on the ground and in the air?
To overcome challenges both on the ground and in the air, it's important to stay focused, remain positive, and be prepared for anything that may come your way. Also, it's important to have a strong support system in place to help you when you need it.

Are flying schools encouraging disabled people to take to flying aircraft?
Flying schools in the world are starting to become more encouraging for people with disabilities to become pilots. I hear from many flight instructors across the US who have used my story of flying without arms at some point while training their students. However, there is still a long way to go, and more needs to be done to create more opportunities for people with disabilities. For example, the US Federal Aviation Administration has only recently rolled back restrictions on pilots with diabetes.

Is it very difficult for a person with a disability to become a commercial pilot?
Becoming a commercial pilot as a person with a disability can be very difficult, and sometimes regulations and rules make it impossible. I am currently going through a medical evaluation to get a higher-level pilot's license. No one without arms has ever passed this evaluation, and if I cannot pass it, I will not be allowed to fly at all. Flying an aeroplane is a demanding task, both physically and mentally. If I thought I couldn't do it safely, I wouldn't.

Is the Middle East region having a high potential for women to break the long-prevailing glass ceiling?
I believe that the Middle East region has immense potential for women to break the glass ceiling. It's important to create more opportunities for women to pursue their dreams and lead industries into the new future.

Are rules and regulations fair and encouraging for disabled people to pursue tough careers like pilots?
Rules and regulations around the world can be unfair and discouraging for people with disabilities to pursue tough careers like pilots. It's important to create more inclusive policies and regulations that take into account the potential and capabilities of people with disabilities. Change is happening, but it is slow.

You want to build an aeroplane designed especially for people without upper limbs and who use feet to pilot an aircraft. When it will become a reality?
I call it The Impossible Airplane because most people would consider it impossible to build an aeroplane like this. Many regulatory, financial, and creative roadblocks must be overcome to make this aeroplane a reality. First, I love flying my 1946 Ercoupe, so we thought we could modify the controls to put them on the floor, instead of up high on the panel. But the regulations for modifying an existing aircraft are very restrictive. Instead, we decided to build a new, experimental aeroplane. In the US, experimental aircraft can have a wide range of freedoms. We are building using a Van's Aircraft RV-10 as the foundation. Aircraft are also expensive, especially when they are custom, like this one. As a first-of-its-kind aeroplane, we have to test, modify and invent new components to make it work. We are about 25 per cent of the way there right now, and anyone who would like to donate to the project can visit www.theimpossibleairplane.com. With enough funding, I hope to fly around the world with Dubai as a stopover, InshaAllah.



Tourism sector in the UAE to hit pre-pandemic levels



The 2023 Economic Impact Research (EIR) of the World Travel and Tourism Council (WTTC) has announced that the UAE tourism sector is expected to reach pre-pandemic levels by the end of 2023. According to data provided by WTTC, the sector will contribute a total of AED180.6 billion to the UAE economy by the end of this year. This figure corresponded almost to the level of 2019 when the sector contributed AED183.4 billion to the country's economy, which means that in 2023 the sector was only 1.5 per cent behind the pre-pandemic levels and represents ten per cent of the total of economic contribution. In addition, the WTTC forecast shows that during this year the tourism sector will create nearly 7,000 jobs, surpassing the 2019 peak of 745,100, to reach more than 758,000 employees. Regarding the GDP contribution in the travel and tourism sector, it had an increase of 60 per cent even last year to reach almost AED167 billion, which represents nine per cent of the country's economy. During the same period, the sector created more than 89,000 more jobs compared to 2021, to reach more than 751,000 jobs nationally, surpassing 2019 levels by 6,000 additional jobs. Last year, international visitors spent AED117.6 billion in the national economy, thus marking a year-on-year increase of 65.3 per cent, although 19 per cent less than 2019 levels. Meanwhile, domestic spending also increased by 35.7 per cent year-on-year, reaching AED 46.9 billion. The WTTC President and CEO Julia Simpson noted that the UAE is home to one of the busiest and most successful airports in the world, with Dubai International operating as a gateway to the Middle East. She also emphasized that by the end of 2023, the contribution of the sector will be level that of 2019 and soon the sector will create more than 114,000 new jobs, representing one in nine jobs.

Source –Travel and Tourism World

KSA leads the MENA region in international tourism

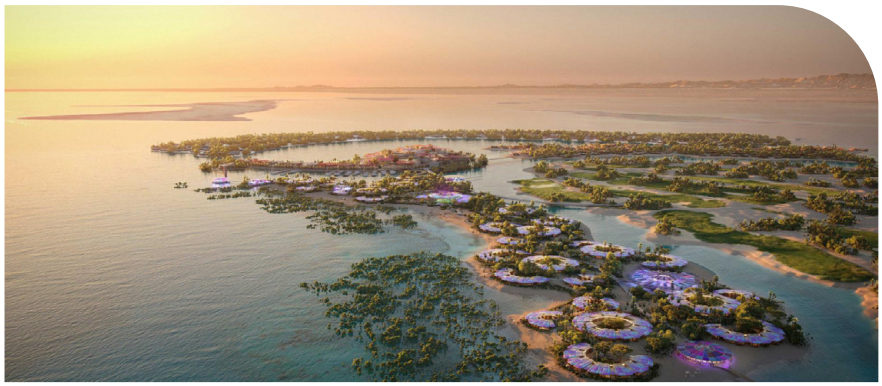
The Kingdom of Saudi Arabia and the wider Middle East are expected to see a 36 per cent spike in international tourism between June and August compared to 2022. According to a report by travel data firm ForwardKeys, the MENA region's tourism industry is set to continue its strong recovery during the summer months thanks to a combination of a substantial increase in travel intent. ForwardKeys Vice President Olivier Ponti said flight searches for international trips to MENA made in the first three months of the year were up by 39 per cent on the same period last year. The enhanced flight connectivity, with available seats for travelling to MENA destinations internationally, was up by 19 per cent on 2019 levels (plus 5 per cent versus 2019). Saudi Arabia is expected to lead this demand with a 475 per cent increase in travellers compared to 2022 and a 56 per cent surge from pre-pandemic levels, the report said. The influx of travellers this summer will largely be the result of the government's decision to lift the cap on the number of pilgrims who can perform Hajj this year – the first time since the pandemic. The Kingdom has been investing heavily in tourism in a bid to attract regional and international markets; the report suggests that the investments are working.



Source – Al Arabiya

Red Sea Global commits to accessible tourism for all

Red Sea Global (RSG), a multi-project developer, has pledged that its destinations and experiences will be fully inclusive for guests with disabilities, specific needs and access requirements. The company will implement an accessibility agenda that is aspirational, alive and responsive, making a real difference in guest experience. The developer has pledged to ensure all guests will enjoy luxury hospitality and unique experiences – from sailing, kayaking and diving among shipwrecks and coral reefs, to exploring the inland environment and stargazing in the desert. The objective is to ensure guests enjoy RSG destinations with equity and dignity through the delivery of spaces, products and services irrespective of physical or cognitive ability. To drive this leading



commitment to accessible tourism, the developer will now require all its employees, consultants and partners to follow the UN-backed standard, ISO 21902 – Accessible Tourism for All, throughout their work. The standard means every contractor at RSG's destinations must ensure guest experiences take a universally inclusive approach.

This commitment includes using new technologies – such as smart mobility and logistics – to radically enhance luxury tourism experiences for people with disabilities and their families, who have historically been underserved by the global industry.

Source – Trade Arabia

Tourism can fix its plastic problem

International tourism is headed back to pre-pandemic levels, with double the number of people travelling so far in 2023 than in the same period last year. This is a huge industry: between 1980 and 2019, global travel arrivals rose from 177 million to nearly 1.5 billion per year. But unsurprisingly, tourism is a big contributor to the global plastic



pollution crisis. Eight out of 10 tourists visit coastal areas, adding to the 8 million tons of plastic that enter the ocean every year. Many hotels are also filled with single-use plastic shampoos, toothbrushes, and combs. While cruise ships dump large amounts of micro-plastic-laden wastewater into the sea. A joint 2021 report from the United Nations Environment Program (UNEP) and the World Travel and Tourism Council (WTTC) highlighted the need for coordinated actions, policies and infrastructures to drive the industry toward circularity. Never has this been more urgent. Every year, humanity produces around 430 million tons, two-thirds of which are short-lived products which soon become waste.

Source - UNEP

Global air traffic to reach pre-pandemic levels by September

Global airline passenger traffic could surpass 2019 levels before the end of the year, according to a new analysis by an aviation analytics firm. Rob Morris, global head of consultancy at Ascend by Cirium said that March data indicated a return to growth of global traffic in RPK terms to pre-pandemic levels could occur as soon as September. Previous forecasts have suggested that it would take until 2024 for passenger numbers to recover, but it said that traffic was recovering "slightly ahead of earlier forecasts, with growth above pre-pandemic levels expected in October despite Asia-Pacific and China markets lagging other regions". Overall passenger traffic for 2023 is expected to be 6 per cent below 2019 levels, with 2024 forecast to see passenger traffic at eight per cent higher than pre-pandemic levels. Earlier, IATA) said that global traffic had reached 88 per cent of March 2019 levels, with domestic traffic now near pre-pandemic levels (98.9 per cent). He said that April schedules indicate that Asia intra-regional, transpacific, Europe-Asia and domestic Indonesia are the only markets where capacity remained more than 15 per cent below the same month in 2019.

Source - Business Traveller



Turkish Airlines turns 90 years

Turkish Airlines celebrated its 90th year of service, after having started with only five aircraft with 28 seats before evolving into a global powerhouse that now boasts an unparalleled flight network and fleet. It now flies to most countries with a more than 400 aircraft fleet. And this growth trajectory shows no signs of slowing down, as the carrier plans to double its fleet size in the coming years. Founded in May 1933, Turkish Airlines started its journey with only 24 employees, consisting of seven pilots, eight machinists, eight civil servants and one radio operator. This figure today stands at around 82,000, including personnel at its subsidiaries. Turkish Airlines today features 415 aircraft. In contrast, it had 100 aircraft in 2006, before this figure doubled in 2012. It today ranks among the top 10 companies with the largest aircraft fleet in the world. From its first international flight to Athens in 1947, its network abroad today covers 344 points in 129 countries and five continents. This makes it the airline that flies to the most countries and international destinations in the world, as well as the company that offers the most links between countries around the globe.

Source –Daily Sabah

Ryanair posts near-record annual profit

Ryanair has achieved close to record full-year profit in the financial year that ended on March 31. The Irish no-frills airline's performance had been propelled by a 'strong' post-pandemic recovery despite spiking costs. It became the latest European aviation giant to log a return to the black as travellers return to the skies after the pandemic and shrug off high inflation, mirroring British Airways owner IAG, Franco-Dutch group Air France-KLM and Germany's Lufthansa. Profit after taxation soared to 1.4 billion euros ($1.5 billion) in the 12 months to the end of March, after a net loss of 355 million euros in its previous financial year. Dublin-based carrier had narrowed losses in the prior 2021/2022 fiscal year, boosted by the lifting of coronavirus lockdowns. Revenues more than doubled to 10.8 billion euros on rising fares, as the group reported strong market share gains in Italy, Poland, Ireland, Spain and elsewhere in Europe. Passenger traffic leapt 74 per cent to 168.6 million travellers, with fares 10 per cent above pandemic levels. Its profits were also lifted by advantageous fuel hedges. Airlines bet against volatile oil prices by hedging or taking a defensive position on futures markets. Total operating costs, however, spiked 75 per cent to 9.2 billion euros, while the group also faced a net loss in the fourth quarter of 154 million euros.

Source –Daily Sabah

SIA posts highest profit in its 76-year history



Singapore International Airlines has posted very strong results for the financial year 2022-23. At the onset of the pandemic in 2020, SIA Group acted swiftly and decisively to shore up liquidity and build its financial resilience. This strong liquidity position, and the confidence it engendered, enabled the Group to take a long-term view and make several strategic decisions ahead of the recovery in global air travel. SIA and Scoot retained most of their staff, and a large proportion of the Group's aircraft fleet was kept operational. The Group built up a strong base network in a calibrated manner, ensuring that SIA and Scoot could ramp up ahead of any return in passenger traffic. When demand for air travel surged in 2022-23, after Singapore fully reopened its borders in April 2022, and as restrictions on international air travel eased globally, SIA and Scoot could ramp up operations at short notice. SIA and Scoot collectively carried 26.5 million passengers, up six times from a year before. The passenger load factor jumped 55.3 percentage points to 85.4 per cent, the highest in the Group's history. The Group's operating profit reached a record US$2 billion, reversing the US$454 million loss in 2021-22. SIA took delivery of one Airbus A350-900 in March 2023 and one Boeing 787-10 in April 2023. These aircraft have since joined the operating fleet, alongside one 737-8 aircraft post the retrofit of its cabin. As of March 2023, the Group had 195 aircraft in its operating fleet comprising 188 passenger aircraft and seven freighters. The operational fleet included 133 aircraft and seven freighters, while Scoot had 55 aircraft. With an average age of six years and nine months, the Group fleet is one of the youngest and most fuel-efficient in the airline industry. The group has seen a record year of profitability on the back of the return of travel and skyrocketing fares.

Source -Live Lounge



Dublin proposes low emissions airline discount

Dublin Airport Authority has announced proposals to incentivize airlines to operate the most fuel-efficient aircraft at the Irish hub. The plans would see a 25 per cent discount on all runway charges offered to "all airlines that operate the most environmentally friendly aircraft at all times of the day". The authority said it would consult with airlines over the inventive, as part of the next phase of its environmental charging strategy. In 2022, the airport began applying higher charges for noisier aircraft at night. It said that multi-million Euro discounts for airlines operating fuel-efficient aircraft "are expected to go live within the next six months". The authority said that the "ground-breaking incentives" follow the airport being awarded carbon-neutral status in 2021. Carbon emissions fell by 24 per cent at Dublin airport in 2022 compared to a 2018 baseline average. It also achieved a 46 per cent recycling rate at the airport. Its ultimate goal is to achieve net-zero emissions by 2050. Following on from the North Runway development, it aims to progress at pace on the planned €1.9 billion capital investment program in sustainability projects, a refurbished terminal, new piers, gates, stands, and transfer facilities that will ensure a compelling service and lasting legacy for future generations of airline passengers.

Source –Business Traveller



Delhi Airport to have two international terminals



Delhi's IGI Airport will have two international terminals. IndiGo, India's largest airline by domestic market share, has asked Delhi International Airport Limited (DIAL) to create facilities to handle international traffic at the upcoming expanded Terminal 1 — which has, so far, been all-domestic. All international flights at IGIA are currently from T3. T1 expansion work is expected to get completed by September. The expansion had been planned as an all-domestic terminal. During the pandemic, work on T1 was slowed down in 2020 and 2021. Subsequently, the rebound in air travel has been beyond what one had anticipated. T1 work will be completed as per the original plan to avoid any delay, given the rise in traffic and, then, clearance will be sought from multiple government agencies concerned to have facilities for international traffic at T1. It is a matter of time before T1 handles both domestic and international flights, subject to clearances for the latter from varied government agencies. Eventually, T3 will be for Tata Group airlines (Air India-Vistara and AI Express-AirAsia India combines) and foreign carriers. T1 will handle flights of low-cost carriers. T2 will handle domestic flights of full-service carriers. Delhi is already among the top 10 busiest airports in the world. Delhi Airport will have the capacity to handle 100 million passengers annually post-expansion.

Source – The Times of India

Gulf on the world's cleanest airports list

An unclean terminal will attract negative feedback and poor reviews. In March 2023, Skytrax World Airport Awards published its rankings for a wide variety of categories. From the best baggage delivery to the best airport art, the aviation organization unveiled how airports around the world performed over the past year and which facilities were the cleanest. The organization notes that its survey includes an examination of over 550 airports. For its 2023 awards, data was collected between August 2022 and February 2023 and it says that the customer survey is not restricted to member airports and that any airport in the world can be nominated in the survey free of charge. It adds that no payment or reward of any type is made to survey respondents, with all submissions voluntarily. While the firm offers an extensive list of criteria for all of its categories, the main broad points it will likely consider for the 'cleanliness' awards are Terminal cleanliness, floors, seating and public areas; Cleanliness of Washrooms and Hygiene standards.

Source –Simple Flying



Budapest gets SKYTRAX 4-Star Airport rating

Budapest International Airport has been awarded the prestigious 4-Star Airport quality rating for 2023 by SKYTRAX, the international air transport rating organization. Budapest Airport becomes just the fourteenth regional airport in Europe to achieve the 4-Star Airport Rating. SKYTRAX conducted an in-depth analysis of Budapest Ferenc Liszt Airport in March 2023 – the assessment applies ratings for up to 800 customer-facing areas of airport product and service, and this spans over 30 different customer contact points. Despite the challenges of the pandemic Budapest Airport maintained its investment in customer services and facilities and continues to improve terminal comfort in all practice areas. Such enhancements include the ongoing automation of check-in and bag-drop services, renovation of terminal washrooms, accessible toilets and baby care areas, new children's play areas, and comfortable seating in the gate areas. As the major gateway to Hungary, Budapest Airport has significantly increased its quality reputation in the European airport market and is providing a very comfortable and enjoyable customer experience for leisure and business passengers.

Source - Skytrax

Perth Airport to develop its first hotel

Perth Airport is looking to partner with a world-class operator for its first hotel development, as part of efforts to make it easier for passengers to seamlessly connect between regional, domestic and international destinations. A hotel located in the Airport Central precinct has been part of our Master Planning for many years," says Dan Sweet, Chief Property Officer of Perth Airport. "We are working towards consolidating all commercial air services to the Airport Central Precinct near Terminals 1 and 2. Airport Central provides a prime location for our first hotel. Consolidation will make it easier for all passengers to seamlessly connect between regional, domestic and international destinations. And a hotel located within walking distance of terminal infrastructure means that international and interstate visitors have a convenient place to stay as they wait for their regional connection to one of our wonderful tourism destinations."

Source - Future Travel Experience

San Francisco Airport to monitor aircraft waste for Covid-19 variants

San Francisco International Airport has launched a new program to test aircraft wastewater for variants of SARS-CoV-2, the virus responsible for Covid-19. The program is the first in the country to continuously monitor sewage from aeroplanes after previous studies demonstrated the potential value of this work. The US Centers for Disease Control and Prevention is looking for new ways to keep tabs on how the coronavirus mutates. Searching for genetic material in aeroplane bathroom waste can help fill that data gap. WastewaterSCAN is one of the biggest wastewater surveillance programs in the United States. Testing aeroplane waste "can give us a sense of which variants are being imported and help us prepare." For the new project, the San Francisco airport is collaborating with the CDC and Concentric by Ginkgo, a biosecurity and public health team in Boston. Testing started in April, according to a spokesperson for the airport. Airport workers are taking samples from vacuum trucks that suck waste out of aeroplane bathrooms, using an automatic machine that plugs into a central dumping point. The San Francisco airport has one dumping point dedicated to international flights, which are a priority for testing because passengers are more likely to use the restroom — and deliver solid samples. The airport is shipping one composite sample per day, six days a week, to a lab, where scientists isolate the coronavirus' genetic material and put the results through machines that map the genes of the virus.

Source - Science News

Streamlining resources for emerging airports



Luis Felipe de Oliveira
Director-General
ACI World

Small and emerging airports are crucial to the development of local and global connectivity, cohesion and territorial equality, social and economic development, as well as the potential for growth of the individual regions. While they deliver many positive benefits, these airports experience financial constraints. The ACI Airport Economic Survey estimated that 68 per cent of the world's airports operate at a net loss and that 97 per cent of loss-making airports handle fewer than one million passengers per annum.

Government interventions or cross-subsidies from profitable airports within a network normally help cover their shortfall or deficits. Recognizing that a significant portion of ACI members is small and emerging airports, ACI World continues to ensure that their specific interests are represented in global advocacy and policy development, as well as in the establishment of appropriately scaled and tailored programs and services to support their sustainable development. Small and emerging airports can benefit from using tools and resources to measure and reduce their carbon emissions, promote environmental sustainability, and optimize their operational efficiency.

ACI World has announced the streamlining of its resources for small and emerging airports to foster their continued growth and sustainable development. The streamlining of resources includes certain programs and services at a lower rate. The 32nd World Annual General Assembly's resolution recognizes the positive externalities and financial challenges of small and emerging airports. Furthermore, it calls on governments and industries to support their capital and human resource development plans and facilitate their transition to renewable energy.

According to the 2021 ACI Airport Economics Report, it is estimated that as much as 90 per cent of the world's airports are categorized as small (serving five million passengers or less per annum). Additionally, it is estimated that 68 per cent of airports globally operate at a net loss and that 97 per cent of those loss-making airports handle fewer than one million passengers per annum. Despite these challenges, the viability of small and emerging airports remains crucial to the development of local and global connectivity, cohesion and territorial equality, social and economic development, as well as the potential for growth of their regions. In addition, they are intrinsically linked to the growth of the tourism sector. According to the World Travel & Tourism Council, travel and tourism contributed 10.3 per cent to global GDP in 2019.

In several communities, small and emerging airports play a crucial role in the lives of millions of people—as employers, facilitators of tourism and trade, and even as key lifelines that support critical services. They also play an important role in feeding traffic into larger hub airports for onward journeys to other major national and international destinations. ACI World is fully committed to ensuring that their needs and expectations are met, both on the global stage and in the development of tools that promote their excellence and sustainable growth. The resources also include the long-standing ACI Fund which continues to provide financial support for airports in developing nations for career development and capacity building.

Expect strong peak season travel

As climates vary considerably from country to country, peak season is not the same everywhere. On a very general level, one can roughly say that the peak season is summer—which is June–August in the northern hemisphere and November–February in the southern hemisphere. August is the peak holiday season, with the Northern Hemisphere enjoying its summer break. The Christmas and New Year's holidays are also peak seasons in several parts of the world. In Europe, summer is usually from June to August. In North America, summer happens usually from June to August. In South America, summer is usually from December to February. Airlines change airfare as the season changes with higher demand for seats making for higher prices. The price differences become particularly pronounced when you're travelling between hemispheres. The travel and tourism industry has marked significant improvement and has almost recovered from the devastating situation caused by the pandemic-related restrictions that were kept in place for several months to contain the further spread of the coronavirus.

The International Air Transport Association (IATA) has reported high levels of confidence among travellers for the peak Northern this summer travel holiday season. This corresponds with first quarter 2023 forward bookings data for May – 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-August 2023 period. While 85 per cent said that peak travel season disruptions should not be a surprise, 80% said that they expected smooth travel with post-pandemic issues having been resolved. Forward bookings data indicates that the greatest growth is expected in the Asia Pacific region (134.7 per cent); Middle East (42.9 per cent); Europe (39.9 per cent); Africa (36.4 per cent); Latin America (21.4 per cent) and North America (14.1 per cent).

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. Collaboration, sufficient staffing and accurate information sharing are all essential to minimize operational disruptions and their impact on passengers. The key is ensuring that the capacities which have been declared and scheduled are available.

A lot of work has gone into preparing for the peak Northern summer travel season. Success rests on readiness across all players in the supply chain. If each player delivers on what has been declared, there should be no last-minute requirements to reduce the scale of the schedules that travellers have booked. Labour unrest is cause for concern. EUROCONTROL data on the impact of French strikes earlier this year shows that cancellations can spike by over a third. We need to keep a very careful eye on Europe where strike actions have caused significant disruptions earlier this year. Governments should have effective contingency plans in place so that the actions of those providing essential services like air traffic control maintain minimum service levels and do not disrupt the hard-earned vacations of those travelling or put at risk the livelihoods of those in the travel and tourism sectors.



Nick Careen
Senior Vice President
Operations, Safety and Security
IATA

Cardinal invests in automated cargo insurance

Digital cargo insurance firm Breeze has partnered with logistics software provider Ceedbox and freight forwarder Cardinal Global Logistics to develop a solution that aims to deliver seamless and instant all-risk cargo insurance, tackling the prevalent, global issue of underinsured freight. Cardinal now uses Ceedbox's technology and Breeze's APIs to automate and constantly optimize quote generation, policy binding, and claims processing, reducing the time and effort needed to provide accurate cargo insurance coverage. An estimated 70 per cent of global trade is either un- or under-insured, and our partnership with Ceedbox and Cardinal to develop this new solution has set a new standard for freight forwarders to ensure their customers' cargo is always protected. Designed with Cardinal's operators in mind, Ceedbox and Breeze's solution automates the offering of insurance to Cardinal's customers without the need to add or change anything to their operations. This automation has minimized manual input and human error, leading to a significant reduction in discrepancies and insurance claim issues, enabling Cardinal to provide a more efficient and comprehensive service to its customers. As part of the solution, all systems are connected efficiently, resulting in improved communication between departments and increased visibility of shipments and their insurance coverage. The global logistic insurance market size is expected to reach US$70.46 billion by 2030. The use of digital technologies has favourably impacted the logistics insurance market. Logistics companies have adopted digitalization to facilitate gathering and analyzing data on shipments, which has provided valuable insights into potential risks and trends. This information has enabled logistics insurance companies to develop insurance products and pricing models that are more customized to the actual risks faced by logistics companies, resulting in accurate and effective risk management. Logistics insurance companies are adopting the latest technologies to improve their service offerings, increase operational efficiency, and enhance customer experience.

Source - Air Cargo News



EK SkyCargo and Air Canada enhance cargo interline cooperation

Emirates SkyCargo customers can now book interline cargo shipments into prime Canadian destinations, of Toronto, Montreal, Vancouver and Calgary on Air Canada flights, via key Emirates European gateways. The enhanced online booking capabilities enable Emirates SkyCargo customers to book shipments that will travel on Air Canada Cargo flights on an interline basis via e-SkyCargo, WebCargo, and Cargowise. In the coming weeks, Air Canada Cargo is working to implement similar direct booking capabilities for its customers to more easily access and book interline shipments that will travel on Emirates' flights across its global network. The Dubai-based company has teamed up with Air Canada Cargo to offer expanded access to more destinations in Canada via its European gateways, all bookable online creating a seamless digital experience. It continues to work closely with Air Canada to ensure smooth transfers and connections so that cargo arrives promptly and in excellent condition.



Source -GDMO

Ethiopian launches cargo booking initiative

The largest air cargo network operator in Africa, Ethiopian Cargo and Logistics has partnered with digital enabler Cargo.one to boost its digital sales. The carrier has turned to cargo.one to empower its digital transformation and unlock significant global sales potential. Ethiopian cargo's capacities will now be offered on the air cargo booking marketplace while cargo.one can enhance access to the carrier's services by worldwide freight forwarders. This is critical for the carrier's ambitions of becoming one of the world's top 20 air cargo operators by 2035. Founded in 2017, cargo.one is a platform for booking and marketing air freight services. It is the only digital booking platform of its kind, allowing accredited freight agents to search, compare, and book services in real-time. With operations in over 5,000 forwarding offices, it has partnered with several airlines, including Lufthansa, SIA Cargo, and Qatar Airways Cargo. Ethiopian Cargo is serving more than 130 international destinations through its belly-hold capacity and 69 dedicated freighters. The carrier is looking to enhance its operations and meet the global demand for freight services. Its officials say digital sales will become a vital part of the company's future.

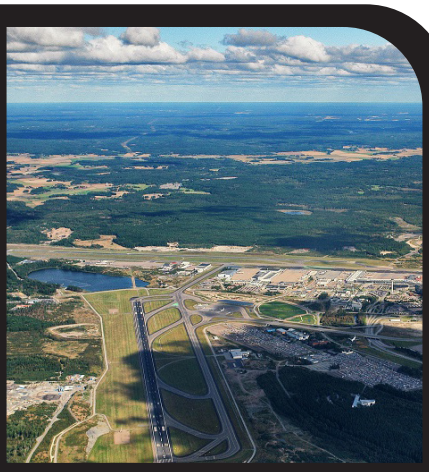
Source –Simple Flying

Scan Global Logistics continues expansion

Fast-growing forwarder Scan Global Logistics has continued its expansion with the opening of an office in Bucharest. The forwarder had decided on the new office in Bucharest as it is fast becoming a logistics hub for Eastern Europe and would boost its position in the Balkan Peninsula where it also has a presence in Hungary and the Czech Republic. This is the company's first announcement since welcoming a new financial majority shareholder, CVC, to help accelerate international growth. Romania is fast developing and becoming a logistics hub for Eastern Europe, especially Bulgaria and Moldova. In the big picture, the entire Central and Eastern Europe region has significant commercial and strategic potential. The opening of the Bucharest office is another step in pursuing new business opportunities, strengthening its foothold, and offering notable global synergies to customers, officials said. Romania's infrastructure includes Constanta Port, the biggest ocean and container port on the Black Sea, connecting to Bucharest Airport through an effective road and rail network.

Source - Air Cargo News





Swedavia developing new air cargo centre

Stockholm Arlanda Airport is currently developing Cargo City. The new centre for air cargo, logistics and manufacturing is being developed in an area close to the terminals, with land for development covering a total of 144,400 square metres. Swedavia is looking for one or more partners for a long-term joint venture. Construction is in full swing at Stockholm Arlanda Airport. In the summer of 2023, a new security checkpoint will open in Terminal 5, and in the autumn the first step of a new marketplace will open – the largest commercial investment ever at Arlanda. In the southwest section of the airport, Cargo City is taking shape. Situated one kilometre from Sweden's largest airport and with good connectivity to road networks, it is an optimal location for companies that need efficient premises and facilities. Swedavia's Real Estate business segment is looking for one or more partners that want to work in partnership with Real Estate to develop land with estimated building rights for a gross building area of about 58,000 square metres. Swedavia sees great advantages in working together with one or more operators that have good skills and experience in property development with a focus on logistics and/or manufacturing.

Source - International Airport

Thales and SMATSA deal for system interoperability

Thales and SMATSA, the Air Navigation Service Provider (ANSP) of Serbia and Montenegro, have extended their partnership through 2025 by signing a new contract for software and hardware support services.
This new contract includes new functional enhancements that will improve system interoperability and provide new decision support tools for air traffic controllers.
The existing partnership will be extended by additional three years of software and hardware support services. Thales is expected to assist SMATSA in managing all aspects related to the life support of the Air Traffic Management System in addition to bringing new tools, which will contribute to the Air Traffic Controllers' (ATCO) productivity and support the safety of operations.
Improvement of the cyber security threats awareness will be achieved through the Vulnerability Management Service. This solution includes monthly cyber security reports that will enable timely management of any new threats. To go further, software and hardware support services will maintain the system in operation for 3 years.

Source - Air Traffic Management



Designer selected for newest US ATC Towers



The US Federal Aviation Administration has chosen the New York-based Practice for Architecture and Urbanism (PAU) studio to design the country's newest air traffic control towers. I M Pei's iconic mid-century towers will be replaced by PAU's adaptable and highly sustainable prototype, which offers a unique architectural solution that combines form and function for the twenty-first century. The new towers are vital to US Transportation's goal to reach net-zero greenhouse gas emissions from the US aviation sector by 2050. They have been updated to reflect aviation technology, safety development, and changing environmental and climatic conditions. The brand-new air traffic control towers will be standardized but adaptable, allowing for customizing materials and colours to suit the requirements and reflect the regional identities of their various sites. The first 30 control towers, built from Detroit to Philadelphia, Louisville, to Key West, are likely to start construction as early as 2024. Geothermal heating and cooling will be used by PAU whenever possible to produce clean, renewable energy.

Source – Architecture Daily

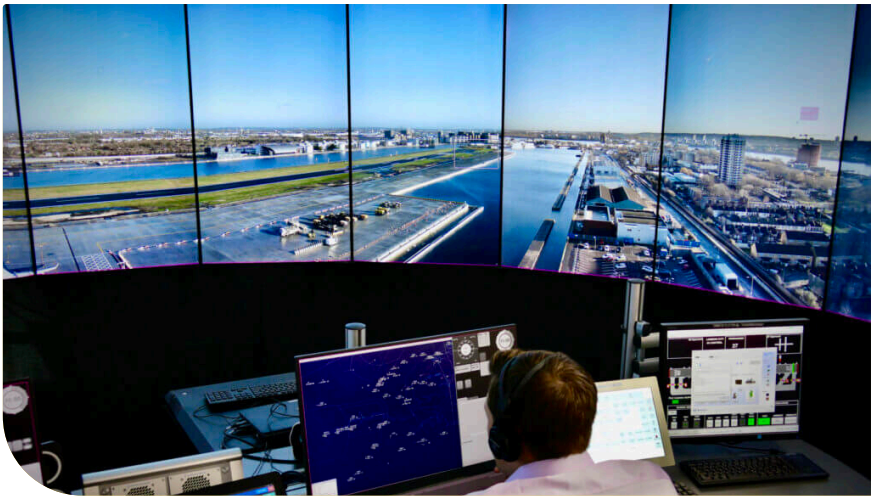
Poland to build tallest ATC Tower

CPK, the new-to-build airport in Poland, has floated a tender for the air traffic control tower design. It is going to be the tallest building of its kind in the country. Along with the terminal, this could also be one of the most iconic buildings of the new airport. The master plan for the CPK airport envisages that the Air Traffic Control Tower (ATCT) will be a high-rise building, with the controllers' operations room assumed to be 90 metres above the apron. According to the design assumptions, the maximum height of the building cannot exceed 105 metres. The precise height of the building is going to be determined by visibility analyses, which should be carried out during the initial design stage. According to the assumed schedule, preliminary visualisations of the air traffic control tower should be presented by the designer in Q1 2024. The design is to be developed in close cooperation with the airport's master architect, Foster + Partners, which should guarantee architectural coherence with the terminal.

Source - Aviation24

Nav Canada pursues digital air traffic services

In October 2015, aviation history was made in northern Sweden when Örnsköldsvik Airport became the world's first remotely controlled airport managed by a controller at a workstation 140 kilometres (87 miles) away at the Sundsvall remote tower centre. The brick-and-mortar air traffic control (ATC) tower has been an iconic airport landmark since the world's first tower opened at Croydon Airport near London, in early 1920. The concept of using a tower or elevated structure to provide an out-the-window view to manage air traffic at airports has remained largely unchanged for the past 100 years. During the past seven years, however, a new paradigm in airport air traffic services (ATS) has started to take root. This is known as the "remote tower" or "digital tower" concept invented by the German Aerospace Center (DLR) in 2002. The concept uses optical sensors, microphones, video screens, and other digital technology to allow ATS operators to provide safe and efficient service from a location independent from the airport site. Today, more than 80 airports in more than 30 countries have some form of digital ATS in operation, under development, or in the feasibility study, with about 20 sites already approved to manage day-to-day aircraft movements remotely, according to air traffic management (ATM) consultants from Think Research. In the coming decades, more air navigation service providers (ANSPs) are expected to adopt this digital ATS approach to enhance service and safety, manage future air traffic growth, replace ageing infrastructure and technology, reduce costs, and attract a new workforce to the ANS profession. In early 2022, Nav Canada put its hat into the ring when its new strategic direction identified digital facilities as one of three revolutionary technologies (along with space-based surveillance and gate-to-gate flight management) that will transform how airspace users safely transit Canadian skies in the coming decades.



Source – Skies

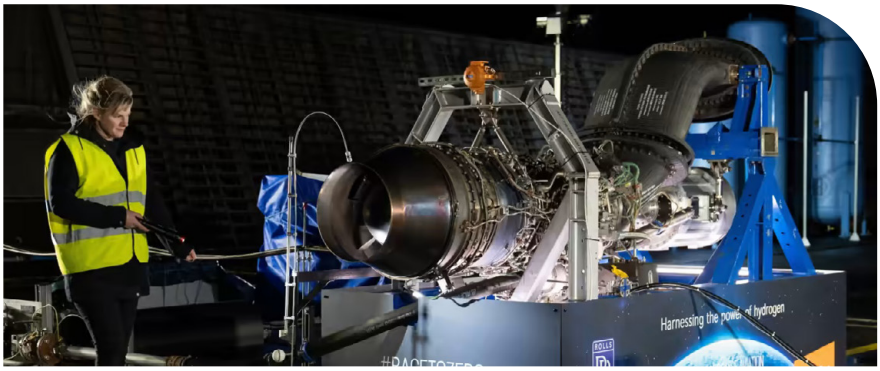
Japan to revamp ATC to handle two million flights

Japan will rework its air traffic control system by spring 2025 to accommodate two million flights per year, up 10 per cent from current capacity, anticipating a rebound in travel demand after the end of pandemic-era travel restrictions. The transport ministry will reorganize its four regional control centres into three, with one covering all high-altitude travel above 10,000km and two for low-altitude flights, split between east and west. Japan wants to reduce the number of flights passed from one centre to another as they move between regions. The change is expected to let the network manage at least two million flights yearly compared with 1.8 million now, including foreign and domestic travel as well as over-flights that do not touch down in Japan. The government also plans to create a digital system by fiscal 2024 to consolidate information such as takeoff and landing times, flight routes and weather, based on standards from the International Civil Aviation Organization. The data will be shared in real-time with airlines, airport operators and government bodies such as the defence ministry. Airlines will be able to adjust flight plans based on congestion levels, letting air traffic control operate more efficiently in large urban centres where departures and arrivals are concentrated. The planned upgrades respond to a global rise in demand for air travel, particularly from fast-growing emerging economies.

Source –FMT



RR successfully tests new engine technology



Rolls-Royce has successfully tested its new UltraFan technology demonstrator. The British engine manufacturer said the UltraFan development project, first publicly announced in 2014, is strategic for Rolls-Royce since it represents the first entirely new engine architecture in the last six decades. The new design is also seen as key to boosting the sustainability of aircraft operations. The new UltraFan engines deliver a 10 per cent efficiency improvement over the most efficient current generation of Trent engines. UltraFan features carbon titanium fan blades in a composite casing, as well as an innovative geared design that has been able to deliver a record 64 megawatts of power. The engine combines the Advance3 core architecture with an ALECSys lean burn combustion system. The ultimate goal is to power the upcoming generations of both narrow-body and wide-body aircraft. Rolls-Royce highlighted that some elements of the UltraFan technology could potentially already be adopted by existing models shortly. The tests have also shown that UltraFan can run on 100 per cent sustainable aviation fuel, which in this case was made from sustainable waste feedstock and supplied by Air BP. When combined with Sustainable Aviation Fuels, more efficient gas turbine engines will be key to hitting the industry's target of Net Zero flight by 2050. The UltraFan program has counted also on significant public support through the Aerospace Technology Institute (ATI), which is a British public organization dedicated to promoting technological innovation and sustainability in the aviation industry, as well as Innovate UK, the EU's Clean Sky program and the State of Brandenburg in Germany (where Rolls-Royce has also an industrial site).

Source –Aero Time

Smart technology transforming New York's airport system

The New York airport system is in the midst of an exciting transformation on every level, with technology, innovation and collaboration at the forefront. Elizabeth Paul, Manager, Aviation Technology and Innovation, The Port Authority of New York & New Jersey (PANYNJ), explained the passenger experience is being elevated at LaGuardia Terminal B, Newark's new Terminal A, and the final phase of the JFK Airport transformation. She said the evolution of its approach focuses on digital-driven outcomes that are agnostic to the range of technologies across the terminals. The operational ecosystem of the Port Authority's airports with five airports, 12 terminals, about 100 airlines and a wide range of stakeholders makes it one of the most complex aviation operating environments in the world. In 2018, it started the technology transformation by creating Airport Operations Centres which allow all airport stakeholders to plan airport operations and coordinate in real-time. It continued to add to its digital capability, from drawing into a central data group to enable live reporting of wait times for taxis and security along with a range of other technologies focused on improving the passenger experience and operational efficiency. LaGuardia Terminal B was recently named the world's best new air terminal by Skytrax.



Source –Future Travel Experience

NTT integrates 5G and TETRA for smart airport operations

NTT has developed an integrated Push-To-Talk (PTT) application for airport workers to switch between private 5G and Terrestrial Trunked Radio (TETRA) communications. The solution, a joint development with Nippon Airport Radio Services (NARS), has been deployed at Narita International Airport in Tokyo. The pair called it a "move to level up integrated mission-critical communications" at airports. They will look to deploy the same with other airport customers. Parallel usage of private 5G networks, increasingly deployed, and TETRA networks, historically deployed, makes both their operation and maintenance a "bit complex".

Specifically, the new 5G/TETRA application is being used by airport staff in and around the ramp area at Narita International Airport. NTT will look to sell the application to other industrial environments, via its international SI division also. The statement suggested its usage, and development, in "factories or warehouses, and other facilities with extensive areas". NTT East and NARS are working with Narita International Airport to develop several "smart airport" use cases to leverage its "local 5G" deployment, including autonomous buses in the ramp area.

Source –RCR Wireless

Alaska Airlines helping develop the world's largest zero-emission aircraft

Alaska Airlines is collaborating with ZeroAvia to develop the world's largest zero-emission aircraft. Bombardier Q400, also known as Dash 8-400, is a regional turboprop with 76 seats. When Alaska Airlines' regional carrier Horizon Air retired its Q400 fleet, they reserved one aircraft for research and development purposes to further advance zero-emissions technology for the aviation industry. This aircraft is retrofitted with ZeroAvia's hydrogen-electric propulsion system to expand the reach and applicability of zero-emissions flight technology. ZeroAvia is developing a hydrogen-electric powertrain for aviation. The hydrogen-electric engine uses fuel cells to generate electricity from hydrogen fuel before using that electricity to power electric motors that turn the aircraft's propellers. ZeroAvia also unveiled the world's most advanced electric motor technology for aviation, paving the way for hydrogen-electric engines for the Dash 8 and similar airframes.

Source –Inceptive Mind





Etihad Airways bookings to use AI within the chat app

Etihad Airways has signed an agreement with technology firm Astra Tech that allows customers to make flight bookings using artificial intelligence within the chat app BOTIM. BOTIM, which is mostly known in the region as a voice-over-internet protocol (VoIP) app, was re-launched as what it calls an 'ultra app'. One of the services it provides is a generative pre-trained transformer (GPT), an AI technology that rose sharply in popularity following the launch of Open AI's ChatGPT in November. Under the deal between Etihad and Astra Tech, the airline's clients will be able to book flights just by typing in the basic details of the service they require, with the technology then completing the booking itself. Astra Tech has said its GPT is the first that works in the Arabic language. It is also available in English. Through the BOTIM GPT module developed by Astra Tech, flights and other travel-related services are integrated into the BOTIM app, offering a convenient and innovative way for customers to book Etihad flights, Astra Tech said. Astra Tech bought BOTIM last year for an undisclosed sum from about 12 investors. BOTIM is one of the top three digital remittance providers in the UAE.

Source –The Economic Times