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

Via Dubai

Monthly Newsletter issued by Dubai Civil Aviation Authority

Issue 88 March 2022

Global Hub

DXB maintains its top global position for scheduled seat capacity on international flights; expects 55 million passengers in 2022

Final Approach: How airports can prepare for advanced air mobility

Airport Show, to be held in Dubai from 17th May, to showcase latest technology for sustainability and 'green' airports

CEPA paves way for new era of growth for UAE

EXPO 2020 إكسبو
دبي، الإمارات العربية المتحدة
DUBAI, UNITED ARAB EMIRATES
OFFICIAL SUPPORTER | داعم رسمي

Decarbonise, Regulate and Innovate — Jean-Baptiste Djebbari 32

A potential turning point — Luis Felipe de Oliveira 33

DXB passenger numbers seen rising 90 per cent in 2022

ATM market to reach US$16.11 billion by 2028

Spirit of Innovation becomes the world's fastest all-electric aircraft

CONTENTS

GOVERNMENT OF DUBAI
هيئة دبي للطيران المدني
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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Message from the President
Towards leading the march
Ahmed bin Saeed Al Maktoum 4



Message from the Director General 5
Teamwork behind our success
Mohammed Abdulla Ahli

UAE News

DXB passenger numbers seen rising 90 per cent in 2022 14



Emirates opens its first retail sales office in Fujairah 15



MEBAA to be held in Dubai in December 15



Airport Show, to be held in Dubai from 17th May, to showcase latest technology for sustainability and 'green' airports 16

Final Approach:
How airports can prepare for advanced air mobility

Airport operators need to assess the opportunity and integrate advanced air mobility into their planning, according to a report by global consultant McKinsey & Company.





GE, SmartSky and Mosaic to work on Advanced Air Mobility Safety

GE Aviation has collaborated with SmartSky Networks and Mosaic ATM to enhance Flight Man-agement Systems (FMS) and Air Traffic Management (ATM) for Advanced Air Mobility (AAM).



Spirit of Innovation becomes the world's fastest all-electric aircraft

Rolls-Royce's 'Spirit of Innovation' aircraft is officially the world's fastest all-electric aircraft. The aircraft reached a top speed of 345.4 mph over three kilometres, smashing the existing record by 132 miles per hour (mph).



Dubai Civil Aviation Authority

Our Vision

The World Airport, Dubai

Our Mission

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

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Towards leading the march



Dubai International Airport (DXB) has maintained its position as the world's busiest international airport for the eighth year in a row, receiving 29.1 million passengers during 2021, with the annual passenger traffic exceeding the preliminary expectations for number of passengers by about half a million passengers, despite exceptional circumstances imposed by the coronavirus pandemic.

The increase in the passenger numbers has been due to several factors, most notably being the qualitative steps taken by Dubai and the Aviation Sector for the acceleration of recovery of the lost momentum. The measures included hosting Expo 2020 Dubai attracted the world's attention and brought millions of visitors to the city.

The emirate also organized the largest edition of the Dubai Airshow in 2021 as the first global event and major airshow to be held since the pandemic started. Adding to our efforts had been a 100 per cent return to operational capacity at Dubai International Airport and welcoming new airlines within our airport family. Along with our efforts, several countries took steps towards the path of recovery and facilitated the movement of travellers between the East and West.

We are optimistic about the current year being better in terms of an increase in the number of passengers around the world and the continuation of our efforts towards leading the march of the aviation sector recovery and enhancing its economic contribution. We will be dealing with more than 55 million passengers by the end of this year thanks to the dynamism of our aviation sector and the efforts of the service providers towards providing unparalleled services to travellers whose loyalty and trust we are proud of.

Ahmed bin Saeed Al Maktoum

Teamwork behind our success



One of the secrets of the success of the Civil Aviation sector in Dubai has been the teamwork culture wherein everyone plays a vital role in constantly improving the quality of services we provide to our passengers and all other clients, both individuals and companies.

All concerned authorities are ready to handle the expected growth of the Air Transport industry during the current year due to the gradual return to normalcy and recovery after the Covid-19 pandemic. Almost every country has removed barriers that they previously imposed to facilitate the travel of millions of people and make their trips more comfortable and satisfactory.

The start of this year witnessed good news coming our way, most notably the Dubai International Airport (DXB) maintaining its position as the world's top airport for international travellers for the eighth year in a row; our LCC flydubai posting impressive profits despite the challenges to global air traffic movements, and a record of over 20 million visitors Expo 2020 Dubai handled until two weeks before its conclusion. Also, Dubai's economy overall posted good growth rates due to Expo 2020 contributing to its economy at all levels.

Our aviation sector has remained resilient whatever the upheavals the world has seen and the Dubai Civil Aviation Authority (DCAA) will continue working with its partners on its plans to satisfactorily handle the growth in air traffic in line with the directives of our wise leadership to make Dubai 'The World Airport.'

Mohammed Abdulla Ahli



Seychelles delegation meets DCAA officials

Mohammed Abdullah Lengawi, Executive Director of Aviation Security and Accident Investigation Sector at Dubai Civil Aviation Authority (DCAA), received His Excellency Antony Derjacques, Minister for Transport of the Republic of Seychelles, and several officials accompanying him.

Both sides discussed several specialized subjects in the civil aviation domain and exchanged experiences and knowledge about ways forward to a better future for aviation.

The meeting included representatives from DCAA, Emirates Airlines, flydubai, Dubai Aviation Engineering Projects (DAEP) and Dubai Air Navigation Services (dans).

At the conclusion of the meeting, Mohammed Abdullah Lengawi presented the visiting delegation with a memento.

DXB posts 144 per cent growth in February

Dubai International Airport (DXB) witnessed about 4.08 million passengers passing through it during February, a growth of 144 per cent compared with 1.67 million passengers recorded the same month a year earlier.

According to data from the Dubai Civil Aviation Authority (DCAA), the total number of passengers through DXB during January and February stood at about 7.85 million, an increase of 111 per cent compared with 3.71 million passengers in the corresponding period of 2021.

The February performance had been second-highest after December 2021 in terms of the number of international travellers since the outbreak of the coronavirus pandemic. Air traffic at the world's top airport for international travellers from the beginning of the year until February-end witnessed a growth of 60.5 per cent to 53,000 aircraft movements. DXB maintained its top position as the world's busiest international airport for the eighth year in a row, receiving 29.1 million passengers during 2021.







Global Hub

DXB maintains its top global position for scheduled seat capacity on international flights; expects 55 million passengers in 2022

Dubai, ranked the fifth-best city globally beating Tokyo and Singapore, continues its amazing march of progress despite challenging global business scenarios, with its iconic airport maintaining its top global position for scheduled seat capacity on international flights. DXB expects to handle 55 million passengers in 2022, the year when the airports and airlines across the world are expected to pick up the lost momentum after two years due to the coronavirus pandemic.

This will represent a recovery in passenger traffic of 63 per cent compared with the 2019 figures - this number will rise to 75.5 million passengers by the end of 2023 and 85.7 million passengers in 2024.

Data published by OAG, the world's leading provider of digital flight information, intelligence and analytics for airports and airlines, showed the total number of seats scheduled on international flights through Dubai International Airport (DXB) during March 2022 stood at about 3.7 million seats. This makes DXB maintain its top position as the largest international airport in scheduled seat capacity on international flights. This puts Dubai far ahead of London Heathrow came at second position.

Majid Al Joker, Chief Operating Officer of Dubai Airports, the operator of Dubai International (DXB) and Dubai World Central (DWC), says the projected performance indicators are based on several positive factors like the easing of travel restrictions; renewed confidence of travellers and opening up of major aviation markets like Australia. " If all factors work the way



they were projected, there will be a boom again in the aviation domain."

Talking about the travel boom during the summer months, he confirmed the movement of passengers through DXB will continue to rise. The speed of recovery to and from the key destinations will be greater than the transit destinations. However, transit traffic will increase as more countries gradually open and travellers renew their confidence.

Taking to Al Arabiya TV channel, the Al Joker expressed confidence about a strong recovery during the summer period, with the average monthly passenger traffic reaching 5.3 million passengers during the H2 2022, specifically in July and December, with a recovery rate ranging between 65 and 78 per cent compared with the pre-pandemic indicators. He also expects an increase in air traffic with Qatar hosting from 21 November to 18 December the first FIFA World Cup in the Arab world and the second World Cup to be held entirely in Asia after the 2002 tournament in South Korea and Japan. Officials expect the Dubai-Doha route to see 11.5 million passengers during that period.

According to Dubai Airports data, DXB will retain the crown as it is way ahead of London Heathrow by more than one million seats. LHR recorded about 2.7 million seats followed by Amsterdam airport at the third position with about 2.5 million seats. DXB also continues its strong performance and getting ranked second globally in total seat capacity on flights, both international and domestic, after Atlanta International Airport in the US.

Dubai has four of the 10 busiest international routes during March 2022, with three of these routes concentrated between Dubai and the Arabain Gulf countries and the fourth route being with London Heathrow. Dubai-Riyadh route was ranked first in the world in terms of the busiest international routes in March with about 260,000 seats while the Dubai-London Heathrow route came at third place with about 220,000 seats. Dubai-Jeddah route came fifth with 170,000 seats and Dubai-Kuwait route at 10th spot with more than 140,000 seats. Bahrain-Dubai route stood at eighth place with 149,000 seats.

In December 2021, DXB retained its position as the world's busiest, with over one million more seats than the next busiest, London Heathrow, according to OAG. Fewer European airports made it to OAG's top 10 that month. DXB's passenger capacity rose 15 per cent month-over-month to roughly 3.5 million seats in December as the UAE welcomed visitors during its peak tourist season. Following the opening of the final phase of Concourse A Terminal 3, the world's busiest international airport became 100 per cent operational. V DXB reached the important milestone of one million passengers per week in November 2021, with origin-destination passengers reaching 94 per cent of pre-pandemic levels. The target has been reached on its interconnection



> **Majid Al Joker:** The movement of passengers through Dubai International Airport will continue to rise

network, with 198 destinations now covered through 89 national and international carriers operating their flights to over 90 countries.

Emirates, the world's largest long-haul carrier, is confident about its recovery continuing into 2022. It has already brought half of its fleet of A320 back in the skies alongside the entire Boeing 777 fleet comprised of 133 aircraft. This has allowed the airline to rebuild its network to 128 cities. His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of DCAA, Chairman of Dubai Airports and Chairman and Chief Executive to Emirates Airline and Group remarked: "We are into 2022 with optimism.

We've built up great momentum this year and expect business growth pick up speed in 2022. Aviation has always been resilient and we will continue to work to build back better for our customers and communities." The International Air Transport Association (IATA) and major aeroplane-makers expect commercial aviation to make a comeback by 2023-24. Emirates is expecting to return to profitability in the 2022-2023 fiscal year and will revisit its pre-crisis growth plans.

Advanced Air Mobility (AAM) is becoming a reality

Final Approach: How airports can prepare for advanced air mobility

Airport operators need to assess the opportunity and integrate advanced air mobility into their planning, according to a report by global consultant McKinsey & Company.

The Covid-19 pandemic wreaked havoc in global aviation over the past year and a half with the airport industry getting hit hard. The number of scheduled passengers boarded onto aeroplanes dropped from about 9.1 billion to 3.6 billion from 2019 to 2020—a decrease of 61 per cent—and airport revenues were US$129 billion lower than the pre-pandemic forecast of US$199 billion, representing a reduction of about 65 per cent. The year 2021 was slightly better, with an estimated reduction of about US$110 billion in revenues compared with the pre-pandemic forecast. The airport operators have had to implement stringent safety protocols to protect passengers and employees.

Amidst this disruption, they have had little time to focus on the future. While the industry's short-term difficulties are not yet over, passenger traffic volumes have



started to increase in most regions and should ultimately recover. As they do, airport operators face another transformative challenge: the need to integrate a new range of manned and unmanned aerial vehicles into their operations and infrastructure, including battery or hydrogen-powered conventional aircraft; drones for tasks such as cargo movement, aerial surveillance, or even firefighting; and passenger Advanced Air Mobility (AAM), leveraging electric vertical takeoff and landing (eVTOL) aircraft.

All these aircraft are poised to disrupt the aviation industry significantly. The most significant changes will come from the growth of passenger AAM, which involves smaller aircraft (typically two to seven seats) and a regional range varying from a few dozen to a few hundred miles. Passenger AAM aircraft, which can take off and land vertically without the need for a traditional runway, will initially require pilots. In the future, however, autonomous flights may be possible. These aircraft provide a faster and more sustainable option for travellers, since they are powered by electricity or hydrogen, but they also will require new infrastructure and will change long-standing passenger flows.

It is likely only a matter of years before AAM innovations truly take off. McKinsey's AAM database lists more than 250 active AAM projects across the globe with more than US$11 billion in disclosed investment over the past five years and more than 5,000 employees globally as of August 2021. Investors, including venture capital funds, special-purpose acquisition companies (SPACs), high-net-worth individuals, and global leaders in the aerospace and automotive industries, are backing specialist start-ups, and several full-scale prototypes are already undergoing flight tests.

> **Some business will come from existing passengers who prefer AAM over other types of short-haul transportation**



Around the globe, work is underway to adapt regulatory frameworks and to gain public acceptance. The front-runners are publicly committed to launching commercial operations by the mid-2020s. The speed and scope of these developments make integrating AAM an issue of high relevance for airports. Owners and operators must begin planning for this emerging transport mode today, given the long timelines for building infrastructure and for making other necessary changes.

Airport owners and operators might be hesitant to move forward now, the experience with another recent innovation offers a cautionary tale. At airports, the unanticipated arrival of ridesharing created confusion at airport curbsides, and many facilities missed revenue opportunities. Because these disruptive new services were not accounted for in the master plans, airports had to resort to patch-up solutions that often irritated travellers, such as busing them to rideshare areas.

In addition, airports were not prepared for the loss of parking revenues that occurred as travellers switched from their cars to ride-

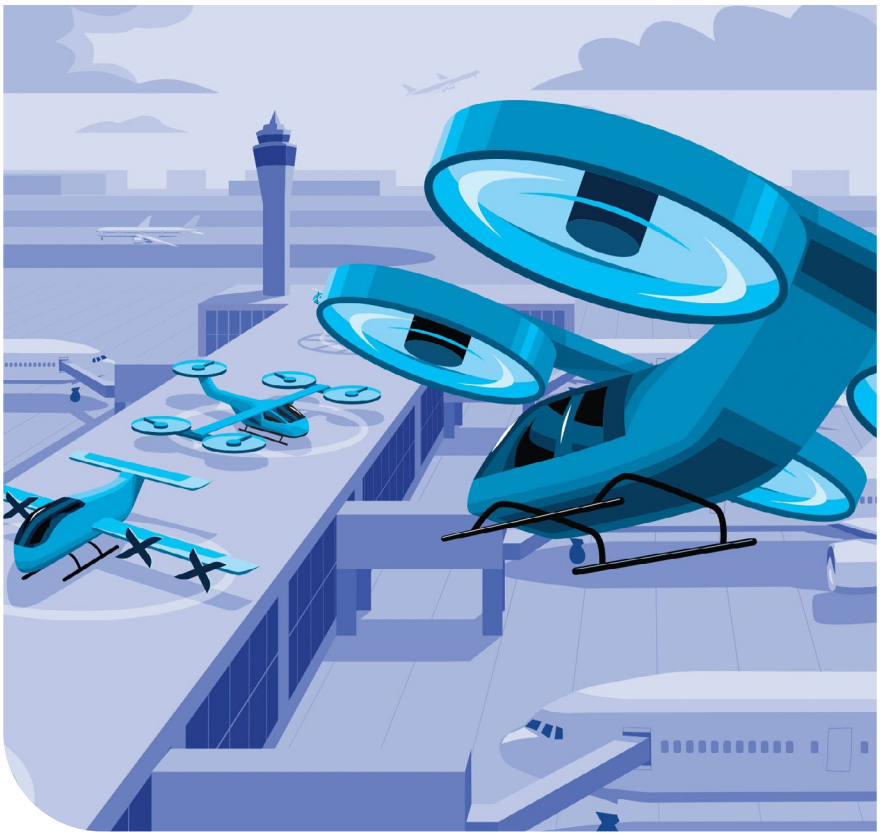
hailing. As AAM takes off, airports will want to avoid similar challenges.

Airports are likely to be at the centre of the AAM revolution, at least in the beginning. Their prominence will result partly from the fact that more than two-thirds of the 25 largest AAM companies have stated that airports are among their initial target markets. There are good reasons for this focus.

First, the economics are attractive because of the high, bundled demand for last-mile connections—the vital and currently congested links between airports and the urban areas they serve. Second, some of the basic infrastructures are already in place, both on the ground and in the air, and airport operators have the relevant skills and experience needed to manage facilities. Third, there are obvious customer benefits. AAM flights could save 40 to 60 per cent of the time spent travelling to airports on ground transportation within and beyond the city limits. Business passengers would be natural early adopters.

The main use cases for AAM flights involve transport between a hub airport and vertiports in city centres or the broader catchment area, or between a hub airport and AAM landing sites at smaller regional airports. The ease of implementing these use cases will vary. For instance, an AAM connection linking an airport to a city vertiport may be difficult to achieve because of the time, complexity, and cost of developing the downtown infrastructure. Flights to vertiports in a broader suburban and rural catchment area, though less in demand, might be easier to establish and could decrease travel times.

> **Airport operators should define their approach to AAM and create a business model**



All three use cases will require airports to integrate AAM connections into their infrastructure, investment, and business planning. And each use case will involve distinct challenges, making a "one size fits all" approach impossible.

The consultancy projects that large and densely populated urban areas, such as London, Los Angeles and Mumbai will eventually require networks of up to 30 vertiports or AAM landing sites at small airports. Even medium-sized urban areas, such as Atlanta and Düsseldorf, could need as many as 20.

These facilities must offer a range of services similar to those found in today's airports, such as passenger processing facilities, waiting areas, and aircraft handling and -maintenance areas. Such "satellite" airports could further reduce door-to-door travel time and enhance the traveller's experience.

Vertiports could be managed by a diverse group of players, including those in rail, public transport, real estate, and aviation ground handling. Regardless of who is in charge, AAM vertiports could serve as physical extensions of existing airports, providing a gateway to flights originating in city centres. Airport operators might be well-positioned to manage vertiports since they already have most of the required capabilities and can capture many synergies with their traditional operations. Even a modest AAM offering at airports could generate new revenues.

Some business will come from existing passengers who prefer AAM over other types of short-haul transportation, especially if it reduces door-to-door time. Some passengers may even make extra trips because of the greater convenience.

Airports could charge landing fees to AAM operators in the same way that they charge fees to airlines. They could also provide additional services for a fee, such as charging infrastructure or ground servicing. Additionally, the new passenger traffic would increase non-aeronautical revenues from retail or food and beverage. Revenues

from ride-hailing, taxi fees, parking, and car rentals would slightly decrease, but the overall balance would remain largely positive. For a typical airport, a modest AAM offering could generate incremental revenues of about 5 per cent and increase passenger traffic by around one per cent.

Several airports have announced partnerships in the AAM space, barely any of the top 50 major airports currently undertaking significant terminal and airfield expansions have explicitly stated that they are factoring in infrastructure for passenger AAM use cases.

Although designing for an uncertain future is difficult, airports that hesitate to take action now could put themselves at a competitive disadvantage—and they might eventually have to spend more on infrastructure and other changes or risk losing opportunities. To stay ahead of the competition, airports should consider taking the following steps.

Airports may hesitate to dedicate money to AAM, but experience shows that winners embrace innovation. Wellington Airport in New Zealand, for example, avoided most of the chaos experienced by airports in other countries when ridesharing became popular because its leaders specified in 2017 that the airport would create dedicated pickup and set-down space for ridesharing in exchange for a US$3 fee for every ride.

Similarly, some airports reached early agreements with governments and rail operators about the development of airport stations, which allowed them to decrease congestion and increase market share in their catchment areas.

London's Heathrow Airport, for example, operates the Heathrow Express as a subsidiary.

The rail service transports more than 6 million passengers a year and achieves annual revenue of around £120 million. In addition to exploring passenger AAM now, airports should investigate cargo opportunities, since use cases in this area may gain traction earlier. Cargo AAM may also have many synergies with passenger AAM.

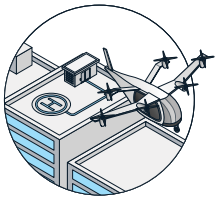
> **McKinsey's AAM database lists more than 250 active AAM projects across the globe with more than US$11 billion in disclosed investment over the past five years and more than 5,000 employees globally as of August 2021**

Airport operators should define their approach to AAM and create a business model. Airports need to get ATC authorities on board as early as possible. AAM promises to rewrite the rules concerning airspace around airports. For the past 50 years or so, airports have benefited from operating within restricted control zones. That might change as AAM grows, but current ATC rules do not offer a ready-to-use solution, such as the reservation of specific air corridors for AAM vehicles.

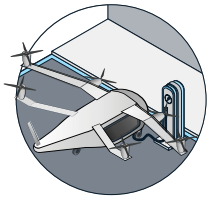
Integrating AAM into airport master plans requires a holistic approach.



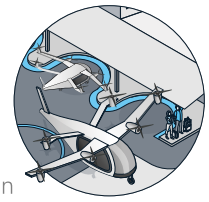
Integrate advanced air mobility (AAM) in airspace
eVTOL aircraft are expected to need procedures that allow independent activity from runway operations



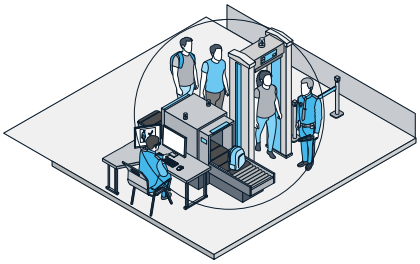
Collaborate with utilities to develop the charging infrastructure
This must enable ultrafast high-power charging



Plan location of AAM landing sites at airports early
An AAM landing site at an airport requires 1–3 acres of land, implying that its development needs to be integrated into the master plan early on



Develop and operate satellite vertiports to increase ecosystem attractiveness
AAM vertiports in city centers or neighborhoods could become physical extensions of the airport, providing a gateway to the terminal



Integrate AAM landing site within terminal operations
This step will be key to enhancing the customer experience and to materially reducing door-to-door time. Important processes include security checks and luggage handling



DXB passenger numbers seen rising 90 per cent in 2022

Dubai International Airport (DXB) is set to handle 55.1 million passengers in 2022. Passenger numbers in 2021 rose 12.7 per cent from 2020. The rise in passenger numbers is forecast due to the continued lifting of travel restrictions, which is expected to boost demand for jet fuel in the Middle East region. Paul Griffiths, CEO of Dubai Airports, the operator of DXB, said: “With the eagerly anticipated reopening of key markets such as Australasia and the further easing of travel regulations around the world, the outlook for 2022 is very promising and we are in an excellent position to continue to lead the world's air travel sector on the road to recovery.” DXB was the world's busiest hub for international travel in 2021, with passenger numbers rising 12.7 per cent from 2020, higher than initial forecasts.

The recovery in passenger traffic was mainly recorded in the last three months of 2021, with December being the busiest month with 4.5 million passengers.

The airport, which handled 86.4 million in 2019, was closed in March 2020 as the pandemic spread around the world, before gradually beginning to reopen from June 2020.

Dubai International Airport is home to Emirates, the world's biggest carrier for long-haul flights in 2019. Emirates carried 6.1 million passengers between April 1 and September 30, 2021, up 319 per cent from a year-earlier period.

Source: spglobal

AD airport to handle 10.7 million passengers in 2022

Abu Dhabi’s airport operator expects 10.7 million passengers to pass through the UAE capital's main airport in 2022, more than double 2021’s number, as the industry continues to recover from the coronavirus-induced slowdown.

Abu Dhabi International Airport handled 5.26 million passengers in 2021, 5.5 per cent less than the previous year, as demand declined due to global travel restrictions. Last year’s passenger traffic levels were mainly driven by a surge in travel during the fourth quarter.

About 2.43 million passengers passed through the airport in the last three months of 2021, or 46 per cent of the passenger traffic for the entire year. The UAE capital has taken measures such as reducing business licence fees to bolster its tourism sector amid the pandemic as it seeks to diversify its economy.

With multibillion-dollar investments in attractions such as Louvre Abu Dhabi and the Guggenheim, which is set to be completed by 2025, the emirate is strengthening its position as a preferred destination for travellers and tourism investment.

Abu Dhabi is bullish about the outlook for air passenger demand this year due to the UAE's rapid Covid-19 vaccination programme and the loosening of travel curbs around the world. In 2021, the airport recorded 74,176 flights, up 21.5 per cent from 61,034 flights in the previous year. Abu Dhabi International’s network also grew to 103 destinations in 2021, from 75 destinations in 2020.

The top five source countries in terms of passenger volumes in 2021 were India with 932,949 passengers, followed by Pakistan (550,728), Egypt (446,883), the US (254,201) and Saudi Arabia (244,954). The busiest destinations served by Abu Dhabi International were Cairo with 372,456 passengers, Islamabad (209,280), New Delhi (197,012), Lahore (184,315) and Dhaka (182,983).

Source: thenationalnews

Emirates opens its first retail sales office in Fujairah

Emirates Airlines has opened the doors of a new retail sales office in Fujairah, further expanding its presence in the Northern Emirates and offering more convenience to customers wishing to book their next trip.

It is located in Al Ghilaila Building overlooking the Fujairah Corniche, Emirates has worked in partnership with dnata Representation Services as its General Sales Agent (GSA) in Fujairah for the past three decades.

The opening of the first Emirates retail sales office in the emirate represents a focus on expansion to offer more first-hand support to the airline's avid traveller base. Significant investment has been made in equipping the new, conveniently located office, for a comfortable and more relaxed environment for Emirates customers wishing to walk in, book their travel, or speak to a sales agent to plan their next journey.

The new retail sales office covers 68 square metres and features four customer service counters dedicated to flight reservations, ticketing, and general customer enquiries.

Source: gulfnews





MEBAA to be held in Dubai in December

The MEBAA Show, one of the top business aviation events in the Middle East, will be held in Dubai this year as the travel industry continues to recover from the coronavirus pandemic-induced slowdown due to the easing of restrictions by governments to boost travel. The event will be held at Dubai World Central Airport from December 6 to 8, according to its organisers.

"Business aviation has shown tremendous resilience and growth in recent years and it is an exciting time for the sector," Ali Ahmed Alnaqbi, founder and executive chairman of The Middle East & North Africa Business Aviation Association (MEBAA), said.

The event "will demonstrate the latest advancement in business aircraft, technologies and predictions for the industry, which looks set for further growth in coming years". Business jet activity in the Middle East witnessed some of the strongest growth in demand in 2021, notably in the UAE, which grew 73 per cent compared to 2019, the organisers said, citing data from Wingx's weekly global market tracker.

On an international level, Honeywell's 30th annual Global Business Aviation Outlook forecasts up to 7,400 new business jet deliveries worth US$238 billion from 2022 to 2031, up to one per cent in deliveries from the same 10-year forecast a year ago.

"Providing a platform for the entire business aviation community the MEBAA Show will convene again to build partnerships and take advantage of the enormous growth predicted for the sector," the organisers said. The show was cancelled in 2020 due to concerns related to the Covid-19 pandemic and international travel restrictions.

Source: thenationalnews

Airport Show, to be held in Dubai from 17th May, to showcase latest technology for sustainability and 'green' airports

With the Airports Council International (ACI) predicting global passenger traffic recovering by 2023-end to the 2019 levels, airports, especially in the Middle East region, have started sharply focusing on their sustainability and 'green' goals.

More vulnerable to climate changes than most regions due to limited water supplies and harsh summers, the Middle East is expected to see its aviation market reaching the US$23.07 billion mark in 2026. The region is seeing airports using environment-friendly reclaimed wood, daylighting systems and water treatment technologies

With officials becoming focused on sustainability to ensure a better future for the airport industry, Reed Exhibitions Middle East is focusing on sustainability at the world's largest airport industry B2B platform that will be organized from May 17 to 19 at the Dubai World Trade Centre (DWTC).

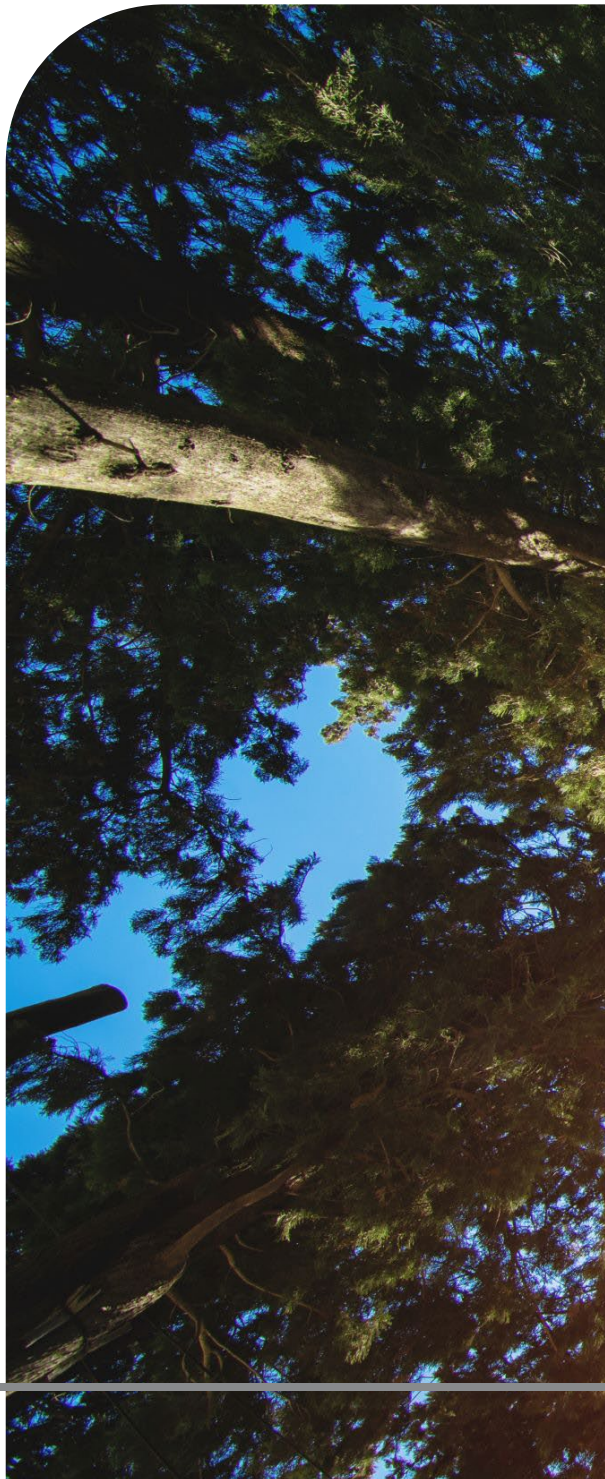
The 21st edition of Airport Show, under the patronage of His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority, Chairman of Dubai Airports, Chairman and Chief Executive of Emirates Airline and Group, will provide insights about airports facing the sustainability challenge.

Airport show, in partnership with dnata, will launch e-Apron zone. The e-Apron zone will provide exhibitors an opportunity to display electric and hybrid ground handling equipment and GSE. Reducing the carbon footprint is a key target for dnata as a world-leading air and travel services provider at 129 airports and we expect more exhibitors will join our efforts for more sustainable operations, said Raed Younes, Vice President, UAE and Regional Business Development at dnata.

The airport operations have a sharp focus on reviewing the intensity of environmental impacts like carbon emissions, energy consumption, air and noise pollution, waste management and biodiversity. They are practising innovative, unconventional and alternative solutions and, through operational efficiency, working drive significant sustainability.

More than 90 airports are set to achieve net-zero carbon emissions by 2030. Over 357 airports across the world have successfully accredited under the ACI Airport Carbon Accreditation programme, representing 46.1 per cent of global air traffic. That contributed to a total of more than 322,000 tonnes of CO2 getting reduced annually. About 242 airports have individually signed up to achieve that goal.

The commitment to the development of airport infrastructure will need new technologies and innovation for improving operations and reducing their environmental footprints. According to a new study by ACI, airports need to keep modernizing their infrastructure to improve sustainability and resilience if the passenger demand into the future



> **Focus on air quality and noise pollution**

and Net-Zero carbon emissions are to be met. Airports are working with governments and key stakeholders to address, minimize and mitigate the environmental impacts of the continued aviation growth in the long term. Airport Show is supporting airports in their 'green' initiatives like reducing the carbon footprint across all operations and aligning their programmes to Net-Zero emissions by 2050. Firas Abu Ltaif, Exhibition Manager at Reeds Exhibitions, said: "Airports require to be fully prepared for the boom coming soon. Airports, as part of the ecosystem, are working their ways in the climate change domain.

The Airport Show added sustainability to its agenda as the airports on every continent have been focussing on ways to cope with the climate change challenges and the ACI Airport Carbon Accreditation programme moving fast on its missions." The Show's co-located events are ATC Forum, Airport Security Middle East, Global Airport Leaders Forum (GALF) and Women in Aviation (WIA) Forum, Airport Passengers Experience Conference and the Future GSE Summit.

A report by SITA says: "Sustainability is critical for airports with most implementing initiatives such as building airport infrastructure - green spaces, use of natural light and renewable energy- widely-available recycling points and intelligent building technology and automation."

The International Civil Aviation Organization (ICAO) says airports are getting support in their 'green' journey from technologies like Artificial Intelligence, IoT and blockchain to increase the 'green' footprints.



Bahrain is now a Skytrax 5-star airport



Bahrain International Airport (BIA) has become the third airport in the Middle East to receive a 5-star rating from Skytrax, the world's top airport and airline rating body.

The Transportation and Telecommunications Minister and Bahrain Airport Company (BAC) Chairman Kamal bin Ahmed Mohammed received a plaque commemorating the achievement. The accolade recognizes the high standards of BIA's facilities and services.

The rating includes direct services for departures, arri-vals, and diverted flights, including airport facilities and customer services, security, immigration, and retail and food and beverage facilities. BAC CEO Mohamed Yousif Al Binfalah said the island nation will continue to elevate high standards in the aviation industry as it continues with the Air-port Modernization Program.

Described as a boutique airport, it provides an excellent range of passenger facilities and is the most customer-friendly airport, whether departing, arriving, or in transit. The BIA's new passenger terminal opened in 2021, increasing its capacity to 14 million passengers annually. The state-of-the-art facility positions it as the most modern boutique airport in the Gulf and reinforces its reputation as an attractive hub for airlines and passengers.

Source: zawya

MAS partners with AACO



Malaysia Airlines and the Arab Air Carriers' Organisation (AACO) have entered into a new partner-ship. The airline joins IAG, Pegasus Airlines and Turkish Airlines as the partners of the pan-Arabian organisation that will help expand its presence in the Middle East and North Africa (MENA).

Malaysia Airlines System (MAS) has faced endless issues since its renationalisation and has operated at a loss since before the coronavirus pandemic that forced it to avail the govern-ment bailout in November 2020.

The downturn in air travel has surprisingly opened promising opportunities for the airline's future. It has built up codeshare agreements and partnerships, most notably with Singapore Airlines, JAL and British Airways. The Malaysian carrier has been working closely with other carriers across Asia. This partnership with AACO will create close links across the Middle East. Malaysia Airlines CEO Captain Izham Ismail said: " Joining the AACO will further extend our reach and network to facilitate global air connectivity whilst elevating our brand pres-ence within the Middle East and African region. At a time when uncertainty still lingers within the aviation industry, we need to leverage on our strategic partnerships as we anticipate the safe reo-pening of our borders." AACO serves as the regional association of airlines within the Arab League and currently has 32 members, including big players such as Emirates, Saudia, and Qatar Airways.

Source: simpleflying

PAL boosts Middle East network

More than 60 years after the carrier last operated regular flights to Tel Aviv, a new route to Israel is being launched by Philippine Airlines (PAL). The airline plans to open nonstop service between Manila's Ninoy Aquino International and Tel Aviv's Ben Gurion from April first wee.

Schedules filed with OAG show the route will be served twice a week using Airbus A350 aircraft, offering almost 1,200 two-way weekly seats. PAL believes there is a growing appetite for direct travel be-tween the Philippines and Israel, fueled by spiritual pilgrimages, leisure demand and overseas Fili-pino workers.

In addition, the flag-carrier hopes to attract tourists from the Middle East to the Philippines. Israel is also an attractive market as Philippine passport holders are entitled to 90-day visa-free access to the country. An estimated 28,000 Filipinos currently work in Israel, most of whom are based in the neighbouring cities of Tel Aviv, Jerusalem and Haifa. In the absence of di-rect flights, Hong Kong was the biggest one-stop connecting market, followed by Istanbul and Bangkok. The planned launch comes less than a year after PAL president and COO Gilbert Santa Maria and Israel Ministry of Tourism's Director-General Amir Halevi held exploratory talks on pos-sible Manila-Tel Aviv-Manila flights. At the time of the talks in April 2021, Halevi said direct flights would be a "game-changer for tourism and business connectivity." PAL previously operat-ed regularly in Tel Aviv from the 1940s to the 1950s. The carrier currently serves two destina-tions in the Middle East from Manilla, flying to Doha and Dubai. The latest schedules show that service to Dammam and Riyadh King Khalid in Saudi Arabia is set to resume in March.

Source: routesonline



Seven airlines to serve the Middle East from Manchester

Gulf Air will begin flying from Bahrain to Manchester from the first day of June following Kuwait Airways launching service to the UK airport. The Manchester service is part of a package of addi-tional routes from Bahrain to Europe. The carrier joins Milan Malpensa, Nice and Rome Fiumicino, the Italian airports resuming after a decade-long absence. Manchester will have 59 weekly depar-tures - nearly nine a day- to the Middle East. According to booking data, Riyadh is now Manches-ter's largest unserved market in the Middle East. However, Saudia serves Jeddah, one of seven routes to the Middle East across seven airlines – up by one versus 2019. Emirates will have three-daily flights in mid-July week; all by the A380. Etihad Airways will have one daily flight by Boeing 787-9 Pegasus will operate once daily.



Moreover, easyJet will resume winter-seasonal Aqaba, Jor-dan, twice-weekly from October 31. While Gulf Air will utilize widebodies, the Kuwait flag carrier will instead deploy 134-seat A320neos on the 3,013-mile long-haul link. Kuwait Airways will have 15x weekly flights to the UK in the week Manchester began.

Source: simpleflying

Swiss hotels record high domestic demand in 2021

Hotels in Switzerland recorded a never-seen-before record for domestic demand in 2021 as 21 million domestic nights were recorded, 27.9 per cent more than in 2020 and 17 per cent more than in pre-pandemic levels. According to the Federal Statistical Office (FSO), 29.6 million overnight stays were recorded by Swiss hotels in 2021 – 24.6 per cent or 5.8 million more than in 2020, showing a clear link of figures with travel restrictions imposed due to the pandemic.

Figures for overnight stays increased by 1.3 million, showing a 17.1 per cent increase and a total of 8.6 million units. However, the figures remain low in comparison with pre-pandemic levels by 25.3 per cent.

The data further shows that figures for overnight stays stood relatively low in the first two months of 2021, 58.1 per cent below January 2020 and 39.5 per cent below February of the same year, re-spectively. However, the demand started rising in March and June. July saw an increase of 6.4 per cent while the period between August and December boomed, reaching pre-pandemic levels.

The greatest increases were observed in November, about 94.8 per cent and December 64.1 per cent. International arrivals also marked a slight recovery in 2021, increasing by 17.1 per cent since 2020 and reaching 8.6 million overnight stays. Although the year for this industry started poorly, as figures stood 79.8 and 79.4 per cent below 2020, the foreign demand skyrocketed in April and May, showing increases of 466.9 per cent and 324.6 per cent, respectively.

Source: schengenvisainfo



Saudi Arabia Tourism organises virtual roadshow series

The Saudi Tourism Authority (STA) has launched international virtual roadshow series, Journeys Through Saudi, showcasing the best of the destination through an extraordinary journey around the country.

Building off the success of 2021's series, Journeys Through Saudi is a series of ex-clusively designed virtual events for travel trade partners across the leisure and luxury segments, bringing together leading buyers to meet, understand and be inspired by Saudi's diverse product offering.

The virtual roadshow provides a platform for travel trade partners from around the world to engage directly with STA representatives and connect and build relationships with local suppliers through specialized one-to-one meetings. The roadshows will be taking place in 12 key source markets across the globe and will provide insight into the opportunities the destination has to offer, create demand for Saudi and its products and ultimately, drive visitation among all seg-ments.

Source: traveltrendstoday

Brazil tourism sector to rise from pandemic ashes

In 2020, more than 2.1 million tourists descended on Rio de Janeiro for free-for-all of street par-ties and spectacular, all-night parades. With the glittering parades, towering floats and sultry sam-ba postponed by the omicron variant, Brazil had a carnival week without much fanfare as its tour-ism industry have been battered by the pandemic.

The tourism industry's revenues plunged 35 per cent in 2020. The industry rebounded only partially in 2021, growing around 20 per cent. Car-nival week had concerts, parties and balls in Rio -- limited to 70 per cent capacity, with vaccine and mask requirements. However, omicron led authorities to cancel carnival street parties for the second straight year, and postpone the famed samba school parade competition until April. The tourism industry accounted for 7.7 per cent of Brazil's economy before the pandemic in direct and indirect revenues in 2019. It has lost US$94.1 billion in the past two years and more than 340,000 jobs.

Source: wionews

Boeing invests US$450 million in flying taxi company

Boeing is investing a further US$450 million in Wisk Aero to support the development of future pilotless flying taxis. California-based Wisk, owned by Boeing and Kitty Hawk - the air vehicle firm launched by Google co-founder Larry Page - is one of the dozens of electric vertical takeoff and landing (eVTOL) makers but differs in focusing its efforts on the autonomous flight.

The decision to leapfrog a generation of piloted eVTOL aircraft being developed by independent startups and some aerospace groups entails a later entry to service than the target date of 2024 envisaged by most competitors. Boeing declined to give a date for what it terms the sixth-generation Wisk pas-senger vehicle, but industry sources said the idea was to present it for certification in around 2028.

Boeing would be the first autonomous passenger-carrying vehicle to be certified in the US.

Source: reuters

Zeva puts its eVTOL through the first free-flying test

After years of working on it, the Washington-based Zeva has executed the first untethered, controlled flight test of its full-scale flying machine — a contraption that looks like a flying saucer.

The demonstration was conducted in a pasture in rural Pierce County near Zeva's HQ. During four separate sorties, the Zero aircraft racked up more than four minutes of controlled hovering, simu-lated taxiing manoeuvres at slow speeds, and limited vertical-climb manoeuvres. Zeva's flying saucer is an electric vertical-takeoff-and-landing craft or eVTOL, that's powered by four pairs of rotors. It's designed to lift off vertically with a single pilot, and then transition to a horizontal ori-entation to fly at speeds of up to 160 mph with a range of up to 50 miles.

The company traces its origins back even further — to the Boeing-backed $2 million GoFly Prize competition, which got off the ground in 2017. Zeva was one of the teams vying for the US$1 million grand prizes, which went unwon in 2020.

Source: geekwire





Incheon signs flying taxi partnership

Incheon is teaming up with an aircraft manufacturer and aviation research centre to bring flying taxis to the city. Incheon signed a Memorandum of Understanding (MoU) with Korean aircraft maker Vessel Aerospace and the Incheon-based Institute for Aerospace Industry-Academia Collab-oration (IIACI) at the Drone Show Korea 2022 trade show held in Busan.

The Suwon-based Vessel Aerospace will develop an urban air mobility (UAM) vehicle, a flying taxi, that can be used in the skies above Incheon. The company was the first in Korea to manufacture a two-seater light-sport aircraft, the KLA-100, in 2017.

The company will establish a subsidiary in Incheon to focus on air traffic management as part of the partnership. It will provide its indoor aircraft test centre for the air taxi to be tested. Previous research conducted by the institution will be incorporated.

Incheon has been working with various companies and institutions to make air taxis a reality. It conducted a test flight of the German company Volocopter's UAM vehicle at Incheon International Airport in 2020 and is conducting a feasibility study for operating air taxi routes in and out of the airport.

Source: koreajoongangdaily

Croatia Airlines to replace its entire fleet

Croatia Airlines is planning to renew its entire fleet with Boeing 737 MAX 7, Embraer E2 or Airbus A220 aircraft. The fleet replacement programme follows the recommendations made to it by Boston Consulting Group which it had commissioned to draft its post-Covid-19 strategy.

In its early beginnings 30 years ago, Croatia Airlines operated a diverse fleet of ATR, Boeing 737, Cessna, BAe 146, Piper PA-31T Cheyenne, and Hawker-Siddeley aircraft. Now, the airline operates one A320, one A319, and six DHC-8-Q400s. Croatia Airlines also has four A320neo aircraft on order which it had converted from an A319neo order.

Their delivery has now been prolonged twice as Croatia Airlines does not have the funding to pay for them. The airline is facing intense pressures in its home market, which are impacting its profitability. In its base, Zagreb Airport, Ryanair opened a Lauda Europe base in 2021 and launched an incredible 24 new routes in just six months. On the coast, Croatia Airlines is not capturing even a fifth of the market share during the summer months. In Zadar Airport, Ryanair has a network of 45 international routes while Croatia Airlines has none.

Source: simpleflying



SIA first Asian carrier to report post-pandemic quarterly profit



Singapore Airlines (SIA) has reported a quarterly profit for the first time since the Covid-19 pandemic started. The carrier recorded a net profit of US$62.8 million for the third financial quarter which ended in December 2021.

It attributed this to significant growth in passenger numbers due to pent-up demand for air travel during the year-end holiday season as Singapore opened to travellers via the Vaccinated Travel Lane (VTL) programme.

Leading this during the quarter was the restoration of services to 12 cities in India, including VTL services from Chennai, Delhi and Mumbai and the resumption of flights to several points in Southeast Asia. The VTL scheme allows vaccinated travellers from selected countries including India, the US, the United Kingdom and several European and Asian countries, quarantine-free entry into the country. About 28 countries are covered by the VTL scheme, and this will go up to 30 when Israel and the Philippines are added from March 4.

Two airlines in its group, including low-cost carrier Scoot, carried 1.1 million passengers during the quarter, more than five times the number from the previous year and double that of the second quarter of FY2021-22.

Source: theprint

India directs installing child safety seats on aircraft

The Directorate General of Civil Aviation (DGCA) has sent an advisory to all airlines to install child restraint systems (CRS) to protect and restrain infants, following the recommendations of a sub-committee formed after the 2020 Air India Express accident in Kozhikode.

The regulator termed CRS as a device, other than a seat belt, that is designed specifically to protect and restrain an infant or child during all phases of flight. It typically has an internal harness and belt combination.

The device needs to interface with the aircraft seat. This includes devices that are secured using the aircraft seat belt as well as systems that secure the device to the aircraft seat. The DGCA stated that proper use of restraints is one of the most basic and important factors in surviving an accident.

The regulator advised the airlines to encourage and increase the use of CRS by passengers, wherever feasible, travelling by air with infants or children.

Source: livemint

Breeze Airways setting up base at Bradley Airport

Breeze Airways has chosen Bradley International Airport as the location where it will establish its fifth base of operations under a plan. In addition, it plans to add eight new nonstop destinations at Bradley, bringing the total number of destinations the airline serves from the airport to 12. Connecticut's largest airport is a key economic driver for the state.



When Breeze first took flight in May 2021, Bradley was one of three destinations the airline served from day one. Establishing Bradley as a base means that the airline will permanently house aircraft at the airport; hire local pilots, flight attendants and mechanics and fly new routes. Nationally, the airline will provide service between 18 cities and 14 states. The four nonstop destinations that Breeze currently serves from Bradley include Charleston, South Carolina; Columbus, Ohio; Norfolk, Virginia; and Pittsburgh, Pennsylvania.

The first of Breeze's 80 brand-new Airbus A220s will operate on all four routes starting in June. Each of the four existing routes will have more weekly frequencies added, most notably the Hartford-Charleston route, which will operate daily this summer. The Connecticut Department of Economic and Community Development (DECD) is supporting the project by providing a grant in arrears up to $1,262,000 contingent on the company creating and retaining 212 full-time jobs.

Source: portal.ct

Air Canada relaunching 34 international routes

Air Canada has announced an expanded Summer 2022 international schedule with 34 routes relaunching across the Atlantic and Pacific. Starting March, non-stop services will begin resuming from Toronto to Tel Aviv, Paris, Tokyo and Amsterdam, signs that recovery is well underway. Service from Montreal to Casablanca, Nice, Algiers, Rome, Tel Aviv and Tokyo will also be resuming. From Vancouver, Air Canada will be offering service to Frankfurt, Dublin, and Zurich. Air Canada is also relaunching service to popular tourist destinations such as Barcelona, Budapest, Copenhagen, Madrid, Milan, and Venice, which have been suspended since the beginning of the pandemic in March 2020. The relaunch of international routes builds on Air Canada's major expansion in the North American market, where 7 new routes are scheduled for Summer 2022 and 41 previously suspended routes are resuming. Flights are timed to optimize connectivity to Air Canada's extensive North American network, including 46 airports in the US. The flights are operated by a fleet of Boeing 777, Boeing 787 Dreamliner, and Airbus A330-300 aircraft. Air Canada is the largest domestic and international airline and is a founding member of Star Alliance, the world's most comprehensive air transportation network.

Source: aircanada.mediaroo



China handled over 3.83 million outbound domestic flights

Airports in Shanghai, Guangzhou and Shenzhen suffered prolonged financial losses. Beijing Capital International Airport is expected to record a net loss of approximately US$330 million) for the year 2021. The net loss has been mainly due to the continued impact of the pandemic. Guangzhou Baiyun International Airport and Shenzhen Baoan International Airport are also expected to post record net losses.

The aviation industry has posted a loss of 84.3 billion yuan in 2021, according to a report by the Civil Aviation Administration of China earlier, with only five airlines managing to make a profit. Last year, there were nearly 3.8 million outbound domestic flights and the do-mestic transport capacity rose 9.56 per cent compared with the level of 2020, according to Vari-Flight, a China-based civil-aviation data service provider.

Twenty-two airports with an annual pas-senger throughput of 10 million or above recorded a year-on-year increase in total outbound ca-pacity. Nine airports saw their passenger throughput exceed 30 million. China will focus on ex-panding domestic flights and restoring international air travel in 2023-2025.

Source: globaltimes



Ferrovial to buy 60 per cent stake in Dalaman Airport



Ferrovial Airports has signed a US$159 million deal to purchase a 60 per cent stake in YDA Group which manages Turkey's Dalaman International Airport concession. YDA Group will retain the remaining 40 per cent. YDA Group has extensive experience with building and operating infra-structures under the P3 formula in Turkey.

Located on the Turkish Riviera, Dalaman Airport comprises one domestic and one international terminal. With an annual passenger handling capaci-ty of more than 20 million, Dalaman Airport secures the fourth spot in the country in terms of international passenger numbers. Before the pandemic, Dalaman Airport managed five million passengers annually. It has an apron for more than 40 aircraft and parking space to accommodate cars and tour operator buses. The airport also features a water treatment facility and plans to build a renewable power plant. Since 2006, YDA Group has been operating Dalaman Airport and is said to have made major upgrades to the facilities.

In 2014, YDA Group received a 26-year concession to operate the airport, which was later extended to 2042. Under the concession agreement, YDA Group built a new terminal, which became operational in 2018. The deal, which awaits the approv-al of Turkish authorities, is expected to close in H1 2022.

Source: airport-technology

T1 at Delhi Airport becomes operational

The newly-constructed arrival terminal at T1 of Indira Gandhi International Airport in India's na-tional capital is operational now. Operated by DIAL, the airport has three terminals -- T1, T2 and T3. Terminal 1 at Delhi Airport is used as a domestic terminal since it is only served by Low-Cost Carriers (LCCs).

Terminal 1 is currently used by low-cost carriers. With the opening of the new arrival hall, the entire arrivals operations of T1 will shift from the existing facility to the new one. The new arrival at the T1 terminal is covered in an area of 8,000 square metres and is equipped with four new baggage reclaim carousels. The airport has also been built as a green building as part of the global Leadership in Energy and Environmental Design (LEED) green building stand-ards, with a daylight concept incorporated in the overall structure. This new structure will use glass panels to allow ample sunlight during the day and reduce elec-tricity consumption.

Source: livemint



Heathrow passenger numbers at the lowest level since 1972

The number of passengers travelling through the London Heathrow airport fell to 19.4 million in 2021, its lowest level for nearly 50 years. It reported a pre-tax loss of £1.8 billion.

Heathrow would need to charge airlines more for urgent investment with fewer passengers, despite predicting numbers would double this year with summer getaways. Cumulative losses during the pandemic have reached £3.8 billion, as international travel was disrupted by travel restrictions, and Covid-19 testing and quarantine requirements. The airport was the only European hub to see a reduction in traffic in 2021, falling to levels last seen in 1972, which it blamed on tighter restrictions in the UK than in EU countries. Cargo, which was mainly carried on passenger planes, was 12 per cent lower than pre-pandemic levels.

Heathrow expects about 80 per cent of normal summer holiday depar-tures, doubling annual numbers to 45 million in 2022. The airport plans to reopen Terminal 4 by July. Officials have described 2021 as “the worst year in Heathrow’s history” but now demand is starting to recover and it is working closely with airlines to scale up the operations.

Source: theguardian

Canada invests in safety at three airports

Canadians rely on safe and well-maintained local and regional airports to support vibrant commu-nities. Canada is making important safety investments at regional airports in Newfoundland and Labrador. Through Transport Canada's Airports Capital Assistance Program, three airports in Newfoundland and Labrador will receive over $1.4 million for safety-related projects and equip-ment that will help maintain safe airport operations for passengers, crews and airport workers.

The airports receiving funding are Deer Lake, Gander and Stephenville. This funding is in addition to the more than $8 million announced under the program in May 2021 to support safety-related projects at the Churchill Falls, Deer Lake, Gander, and Stephenville airports.

Since the Airports Capital Assistance Program started in 1995, the Canadian government has invested over $1.2 bil-lion for 1,215 projects at 199 local, regional and National Airports System airports across the country.

Source: newswire

Over 14,000 ‘ghost flights’ left UK airports during the pandemic

Airlines have operated more than 14,000 ‘ghost flights’ from the UK airports during the corona-virus pandemic.

The international flights, which had no more than 10 per cent of their seats filled, departed from 32 airports between March 2020 and September 2021, according to an official anal-ysis.

Heathrow had the most with 4,910 flights, followed by Manchester (1,548 flights) and Gat-wick (1,044 flights). A total of 14,472 empty or nearly empty flights were recorded over the 19 months, at an average of 25 every day. The figures include flights that were operated mainly to transport cargo or repatriate Britons stranded overseas.

Airlines have traditionally run ghost flights when they need to hit the 80% threshold for using valuable take-off and landing slots at congested airports to retain the right to use them during the following year.

This has led to con-cern about the environmental impact of the flights. But slot rules have been eased during the virus crisis due to the lack of travel demand.

Source: standard.co.uk



CEPA paves way for new era of growth for UAE, India: Musabih

The Comprehensive Economic Partnership Agreement (CEPA) between the UAE and India paves the way for a new era of joint economic growth and prosperity in the two countries, improves mutual access to markets, enhances economic and investment opportunities and paves the way for broader prospects, said His Excellency Ahmed Mahboob Musabih, Director General of Dubai Customs and CEO of Ports, Customs and Free Zone Corporation.

Speaking at the 3rd Edition of LOGIX India, in Dubai, supported by the UAE's National Association of Freight and Logistics (NAFL), His Excellency said: "The agreement aims to raise the value of non-oil trade from $40 billion annually to $100 billion within five years, which creates tremendous opportunities for the business community and companies in both countries."

Key Logistics players in India and UAE are utilizing the three-day event, held at Hotel Le Meridien Dubai, to work out ways and means to improve the prospects of the freight and logistics market.

"From strategic cooperation, it has also established tremendous opportunities in vital sectors such as trade, investment, hospitality, aviation

> **FIEO chief suggests to set up a permanent India mart in the UAE on the same lines of China Mart in Dubai**







> **Indian logistics market estimated to grow to $380 billion in 2025: Humaid Bin Salem**

> **NAFL President Nadia Abdul Aziz suggests logistics corridor between India and UAE**

and renewable energy and petrochemicals, noting that the UAE, thanks to its advanced and pioneering services, establishing its position as a major logistics gateway for the flow of international trade and investment around the world," he said.

Nadia Abdul Aziz, President of the UAE's National Association of Freight and Logistics (NAFL) has suggested a logistics corridor apart from a trade corridor for which more investments should be made into sea freight between the two countries, so that logistics cost will be reduced.

Nadia said more synergy should be created between the Indian and the UAE freight forwarders, who will be the main strategic people who facilitate more trade between the two countries.

"If a logistics corridor is created, the cost can be reduced, so also the food inflation if smart logistics is applied."

Omar Alkhan Abdulla, Director of International Offices at Dubai Chamber, said the target of $100 billion can be achieved much before the five-year target if the trade is diversified and India rediscover itself.

"Dubai Chambers has plan to open two or three more offices in India, apart from its one in Mumbai. With all these steps, we hope the target can be achieved much before five years. The LOGIX conference has helped in moving people more closer," he said.

"Dubai Chamber, in collaboration with the Confederation of Indian Industry (CII), plans to increase the roadshows to help India rediscover it in different regions. We are also trying to attract more Indian companies and Indian multinationals and increase the trade and trade diversification," he added.

Humaid Bin Salem, Chairman, International Chamber of Commerce (ICC), UAE said: "The event is an ideal opportunity for the cargo and logistics organisations to meet and set targets as spelt out in the CEPA.

The Indian logistics market is estimated to grow to $380 billion in 2025 and the freight and logistics market in UAE will generate over $31.41 billion in 2026."

> **The target of $100 billion can be achieved much before: Omar Alkhan Abdulla**

Dr Ajay Sahai, Director General & CEO of Federation of Indian Export Organisations (FIEO) suggested to set up a permanent India mart in the UAE, on the same lines of China Mart in Dubai.

"We want Indian products be showcased in Dubai, so that we look beyond the UAE for marketing them in the entire GCC and Africa, as there are lots of buyers from Africa. They come to Dubai for placing orders, but not travelling to India. If Indian products are displayed here, they can place orders and we can back the mart with warehousing and distribution centre," he said.

Hyderabad airport domestic cargo grows 35 per cent in 2021

GMR Hyderabad Air Cargo (GHAC) posted a domestic cargo traffic growth of 35 per cent during 2021 due to strategic geographic location, improved domestic air network and increasing popular-ity of e-commerce. The domestic connectivity at Hyderabad Airport expanded to over 65 domes-tic destinations by end of 2021 as against 55 before the Covid-19 pandemic outbreak.



Pradeep Panicker, CEO-GMR Hyderabad International Airport (GHIAL), said Hyderabad Air Cargo terminal has registered a positive growth momentum that underscores the city's rising importance as a cargo and aviation hub. With the expected return to normalcy in international air connectivity dur-ing 2022, authorities are bullish about prospects.

The growth had been strong and broad-based, registering a year-on-year gain of 22 per cent over the volumes handled during 2020.

The airport ranked as the sixth-largest cargo hub in India in 2019, has moved up to the fifth place. In 2022, Hyderabad Airport is set to continue the trend, given the key role now being played by the city and the airport in the all-important e-commerce supply chains in the country. On the international front, GHAC has handled the largest volume of Covid-19 vaccine shipments in the country during the year. During 2021, GHAC also registered strong volume growth in perishables including ma-rine cargo. GHAC is now the cargo terminal with the highest proportion of high-yield, tempera-ture-sensitive cargo in the country. In 2022, the Cargo Terminal operator plans to venture into International Express cargo handling with the launch of a dedicated International Courier Terminal (ICT). GHAC is investing in the expansion and upgrade of its temperature-controlled cargo han-dling facilities.

Source: itln

Air cargo registers second-biggest since 2010

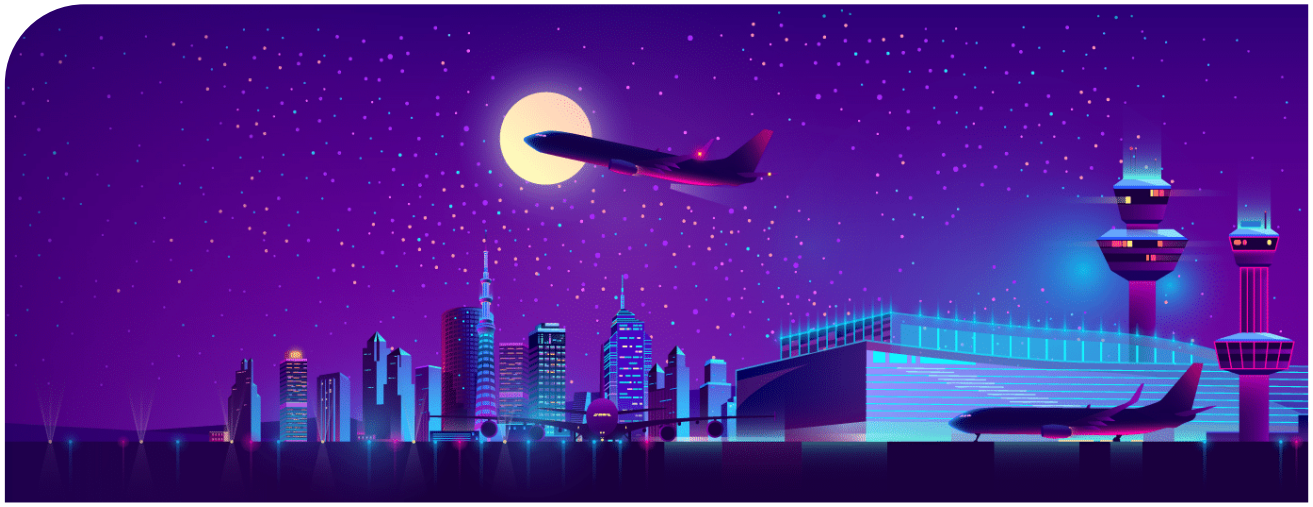
The International Air Transport Association (IATA) has released data for global air freight markets showing that full-year demand for air cargo increased by 6.9 per cent in 2021, compared to 2019 (pre-pandemic levels) and 18.7 per cent compared to 2020 following a strong performance in De-cember 2021.



This had been the second biggest improvement in year-on-year demand since IATA started to monitor cargo performance in 1990 (behind the 2010s 20.6 per cent gain), outpacing the 9.8 per cent rise in global goods trade by 8.9 percentage points. Capacity, measured in available cargo tonne-kilometres (ACTKs), was 10.9 per cent. Capacity remains constrained with bottle-necks at key hubs.

Improvements were demonstrated in December; global demand was 8.9 per cent above 2019 levels (9.4 per cent for international operations).

Source: itln



New digital air cargo innovation launched

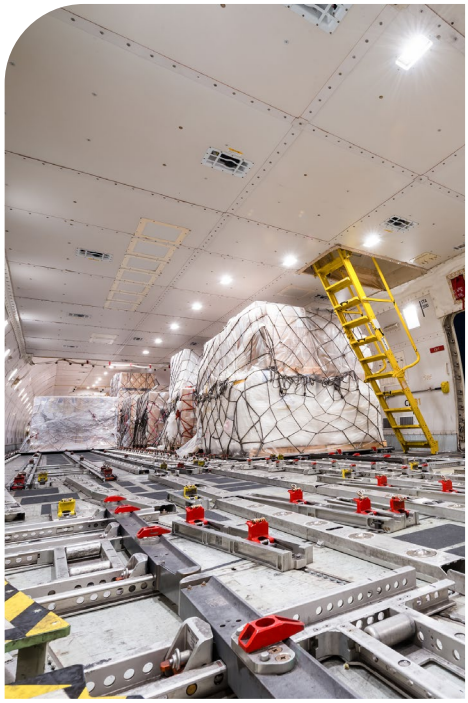
The International Civil Aviation Organization (ICAO) and the United Nations Economic Commission for Europe (UNECE) have completed new digital air cargo technical specifications guidance that will help to accelerate the transition towards safer and more resilient supply chains.

The digital innovations will permit the air transport sector to transition away from long-standing paper-based documents used to facilitate the movement of global air freight, promoting a contactless air cargo environment and greater cross-border trade resilience in the face of future pandemic threats.

The specifications will help reduce physical contact among international trade and transport professionals, and in so doing better protect the fluidity of cross-border trade and inter-national transport operations from pandemic-related restrictions. The collaboration on supply chain digitalisation is an outcome of a deal signed by eight UN agencies in September 2020. The specifications and supporting materials are available free of charge to regulators, businesses, and other interested stakeholders through the UNDA Covid-19 Trade and Transport Project website, and ICAO and the UNECE will now turn their focus to assisting countries with implementing them.

Source: internationalairportreview

Forwarder JFL plans airline with 30 aircraft



An Indian freight forwarder is planning to launch an airline and aims to build a fleet of up to 30 aircraft within 10 years. Jet Freight Logistics (JFL) is inching closer to its growth aspiration of starting an airline. Mumbai-based JFL has diversified into ocean freight and now has a presence in 12 Indian cities and major global locations, including in the Middle East, UK and the Netherlands.

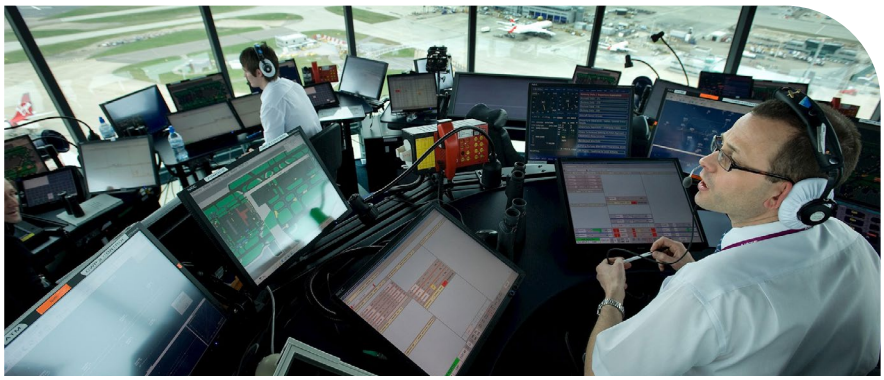
The US is soon to be added to its network. The move follows a 'preliminary government nod' secured in late 2021. JFL is hoping to launch its airline around mid-2022 and has set its sights on international widebody services with A330-300s. It intends to build a fleet of 25 to 30 aircraft in 10 years. JFL initially plans to make Mumbai and Delhi airports its hubs, extending its reach to other busy southern airports, such as Bengaluru and Chennai, later. JFL wants to connect to Eu-rope (London/ Frankfurt) and the US (New York JFK/Washington Dulles/ San Francisco) and Mum-bai-London-New York JFK.

It is looking to target India-Middle East markets with narrowbody freighters via strategic partnerships and plans to operate narrowbody connections to Africa. The company is open to partnership with global express giants like DHL, FedEx and UPS.

Source: theloadstar

ATM market to reach US$16.11 billion by 2028

The global Air Traffic Management (ATM) industry is expected to reach US$16.11 billion by 2028, according to an analysis by Fortune Business Insights. The market size has reached US$11.50 bil-lion in 2021 and US$11.30 billion in 2020. The worldwide rising air traffic is anticipated to drive the demand for advanced ATM solutions and foster market growth.



The growing adoption of Artificial Intelligence (AI) in air traffic control remote towers for enhancing aircraft operation is antici-pated to be a key trend driving the global air traffic management and consulting market growth in the forthcoming years.

The stringent restrictions like lockdowns implemented during the pan-demic have significantly affected the market growth. The ban on air travel during the initial days of the pandemic has negatively impacted the market growth. However, the governments allowed reduced air travel for vaccinated and unvaccinated people, thereby helping the market. Due to the growing passenger traffic, the ever-increasing air traffic is anticipated to boost the global air traf-fic management and consulting market industry growth.

North America is anticipated to attain the largest global air traffic management and consulting market share.

Source: globenewswire

Thales to modernise airport surveillance system in Taipei

Thales has been selected to replace three airport surveillance systems in Taitung, Hualien, and Songshan by ANWS, the air navigation services provider of Taipei FIR.

The upgrade will expand ANWS's Air Traffic Control capacity by offering a wider range of capabilities and functions and bolster confidence in the safety and reliability of air travel. When delivered, eight out of 11 Air Traffic Control radars will be provided by Thales, making it the leading ATC supplier in Taiwan. Taiwan's strong domestic air network relies on best-in-class technology to keep it ahead of the curve.



IATA predicts domestic travel to reach 93 per cent of pre-pandemic levels in 2022. The new radar systems will replace the existing technology soon reaching their life expectancy.

The three airports connect efficiently to domestic air travel networks while Songshan in the North offers international flights to neighbouring China, Japan and Korea.

The new radar systems combination represents the latest in technical excellence and offers the highest levels of detection performance, reliability, and cybersecurity to help meet ANWS' needs for surveillance and safeguard passenger wellbeing.

Source: thalesgroup

GE, SmartSky and Mosaic to work on Advance Air Mobility Safety



GE Aviation has collaborated with SmartSky Networks and Mosaic ATM to enhance Flight Man-agement Systems (FMS) and Air Traffic Management (ATM) for Advanced Air Mobility (AAM).

The combined work effort, conducted under a NASA Innovation Award, uniquely connects the air-borne and cloud-based FMS to optimise airspace management while maintaining critical flight safety controls and serves as a key enabler for AAM, which promises to bring thousands more aircraft into the airspace in the coming years.

The Advanced Air Mobility FMS presents unique space, power, and processing requirements. By combining both airborne and cloud-based FMS sys-tems— coupled with a reliable, low latency network— the system can address processing needs while meeting critical safety standards for flight control. The conceptualised cloud-based FMS will allow air traffic controllers better real-time trajectory and airspace management planning by ex-panding and optimising available data inputs and processing capabilities across a greater number of relevant sources.

In addition, enabling traffic flow management will minimise delays and im-prove efficiencies required by environmental, social and governance requirements, aiding sustain-ability planning initiatives. Greater accuracy of onboard FMS outputs will also be achieved through increased processing power and external inputs.

Source: asianaviation

Thales and Aeronav to support safer airspace management in Haiti

Thales and Aeronav will provide new CNS/ATM systems to the Civil Aviation Authority of Haiti to update and optimise the country's air traffic management capabilities.

The project will enable Haiti to improve air transport safety and coordinate air operations more efficiently with its neigh-bours.

The two companies will provide a range of communication, navigation, surveillance, mete-orological and air traffic management systems to support a smooth transition into a modern era of safe and efficient airspace management in Haiti. The InterAmerican Development Bank and the government of Haiti finance the US$11 million contract.

The 2010 earthquake drastically reduced the quality and quantity of air traffic control equipment in service in Haiti, with a significant im-pact on air transport safety. Until now, Haiti's air traffic management has been based on procedur-al controls, relying entirely on radio communications between aircraft and controllers on the ground.

Source: thalesgroup



Decarbonise, Regulate and Innovate



Jean-Baptiste Djebbari
Minister of Transportation
France

We are surrounded by over two centuries of aviation history. Only a few metres away, 95 years ago, Charles Lindbergh was met with a hero's welcome by 200,000 people, on the runway of one of the first airports in the world after crossing the Atlantic. Le Bourget is home to a museum, an airport and a famous airshow. But most of all, it is a symbol. A symbol that reminds us of all the progress that transport has brought, all that humankind is capable of inventing, all of the feats that can be accomplished through sheer will. It is a symbol that calls us to be ambitious, and we will need the ambition to build the future of transport.

The covid-19 pandemic has not been easy on us. Where travel is concerned, our habits and means have profoundly changed. Remote work and videoconferences have become a part of daily life. The economic model of public transport has been affected. In the air sector, business travel has sharply declined. In this uncertain and shifting situation in which we find ourselves, we must nevertheless continue to move forward.

We must move in three directions, towards the three major challenges and the three priorities in terms of transport - Decarbonise, Regulate and Innovate. Our priority is decarbonisation. The European Union has set for itself goals for 2030. We must give ourselves the means to achieve them- it's Europe's credibility that's at stake. We will not have credibility for 2050 if we do not meet our objectives for 2030. We must hold to them, without ever losing sight of certain considerations. We must incentivise and support the change, rather than imposing abrupt changes.

In the future, we must be able to travel comfortably throughout Europe in electric and hydrogen cars. In other words, we must ensure that electricity and hydrogen are as reliable and widely available as fossil fuels are currently.

We want to see ambitious uptake of sustainable fuels that does not increase

the risk of carbon leakage. Liberalising the aviation sector has generated many benefits but we have not taken sufficient care to regulate it. We have allowed abusive practices that are incompatible with European values. The Europe we strive for is an inclusive Europe built on shared progress. We must ensure that our open skies agreements are applied fully.

Edited excerpts from his speech at a meeting of the Council of the European Union in Paris

A potential turning point

International passenger traffic at the world's airports is projected to reach 6.5 billion in 2022 as per the Airports Council International (ACI) World's bulletin on global passenger traffic and the airport business. The trade association with 717 members operating 1,950 airports in 185 coun-tries believes, despite persistent challenges, the airport industry has reached "a potential turning point in the recovery of travel".

Despite slower than expected recovery and persisting financial challenges, the easing of travel re-strictions in key aviation markets brings some renewed optimism and momentum amid the addi-tion of new geopolitical tensions. By 2022, domestic traffic volume is projected to continue re-covering faster than international passenger traffic, reaching a total of 4.46 billion passengers in 2022, or 84 per cent of 2019 volumes. While some improvement is expected, especially in the second half of 2022, international passenger volume is forecast to be only slightly above two bil-lion passengers for the year, corresponding to 53.8 per cent of 2019 volume.

The Covid-19 crisis severely affected airport revenues in 2021. It is now estimated that, globally, airports lost more than US$83.1 billion in revenues last year. This figure is expected to reach US$115 billion in 2022 or 72.6 per cent of 2019 levels. Looking ahead, global passenger traffic is still expected to recover to 2019 levels in early 2024, as previously forecast by ACI. Driven by domestic travel, worldwide passenger levels should reach 91.7 per cent of 2019 levels in 2023 and surpass 2019 levels by around five per cent in 2024. International traffic recovery to 2019 num-bers will likely only occur in Q4 2024.

The momentum created by plans to reopen travel will have a positive impact on the global eco-nomic recovery. It must be cautioned that recovery could face "multiple headwinds ranging from new potential variants, high crude oil prices, higher inflation, or supply chain disruptions". Armed conflict, such as the current situation in Ukraine, and increased geopolitical tensions around the world also dampened the speed and magnitude of the recovery.

The unprecedented global vaccination effort and the WHO recommendation that governments ease travel restrictions could jumpstart the global economic recovery and that of air transport demand. The ACI calls on governments worldwide to ease travel restrictions to restore travel, trade, and tourism. Despite the risks that exist, the industry remains confident that the potential for recovery to 2019 levels within two or three years is foreseeable.



Luis Felipe de Oliveira
Director-General
ACI World

LanzaJet to produce SAF from sustainable ethanol in 2023



A Chicago-based start-up LanzaJet is all set to produce fuel with low carbon intensity ethanol. The aviation sector causes transportation-related emissions and virtually all of that comes from jet fuel.

The LanzaJet Freedom Pines Fuels plant in Soperton in Georgia is expected to begin produc-ing 10 million gallons of SAF and renewable diesel per year from sustainable ethanol in 2023. It is trying to address the problem by producing an alternative to petroleum-based conventional jet fuel that has lower carbon emissions and works with existing airline industry infrastructure.

The company has received US$50 million in funding from Microsoft, adding to previous investments from Shell and a handful of other energy companies and airlines. The US Department of Energy has invested US$14 million in a subsidiary of the company to build LanzaJet's first plant in Geor-gia. By 2023, that plant is expected to be producing tens of millions of gallons of sustainable jet and diesel fuels. LanzaJet's SAF can be blended with regular jet fuel in a 50/50 mix. Its technology can use any ethanol, which is made from plant material.

But not all ethanol is created with the same climate footprint. In the United States, 94 per cent of ethanol is produced from corn. SAF produced from corn ethanol has only 15 per cent lower carbon intensity than petroleum jet fuel. LanzaJet is committed to using ethanol that was created with minimal carbon emissions.

Source: cnbc

Schiphol invests in vehicles to taxi aircraft sustainably

Schiphol is buying two TaxiBots, special towing vehicles that enable aircraft to taxi sustainably. Schiphol is Europe's first airport to start using TaxiBots.

The investment is part of its plan to speed up the process of making aviation more sustainable and is an addition to the investments the airport previously decided to make. It is accelerating measures to reduce emissions and im-prove local air quality. The sustainable taxiing process sees aircraft being taken to and from the runway by a special towing vehicle whereby the aircraft engines stay largely switched off. Schiphol is buying two of these special vehicles from Smart Airport Systems; they will arrive at the airport in mid-2022. There are currently a few TaxiBots in use at two Indian airports around the world.

Source: aviation24

ACI steers airports towards sustainable recovery

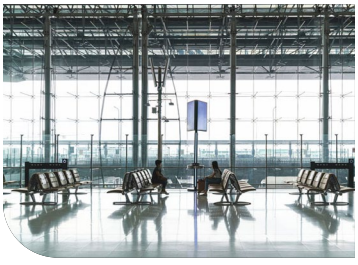
The Airports Council International (ACI) World has launched comprehensive guidance to help air-port executives incorporate sustainability at the core of their strategies as they work towards long-term recovery.

The ACI World Sustainable Recovery Best Practice highlights the advantages of incorporating sustainability in post-pandemic recovery plans including access to funding through government relief packages and sustainability-linked bonds, as well as further developing a more balanced business model that incorporates social, environmental, and economic sustaina-bility.

The publication provides a table of best practices and examples of action under three pillars of sustainability and governance to guide airports worldwide in developing their sustainable re-covery plans. A step-by-step approach to building such a plan is also included. In June 2021, ACI member airports at the global level committed to net zero carbon by 2050.

To date, 352 airports have been accredited under the ACI Airport Carbon Accreditation programme, the only institu-tionally endorsed, carbon management certification standard for airports. As a companion to the Best Practice guidance, the ACI World Sustainable Recovery Case Studies provides successful ex-amples from six airports under the three pillars of sustainability.

Source: ttgasia



Three new airport tech trends

Technological innovations and advancements are making travel safer and easier and airport operations are becoming more sustainable and efficient.

Three emerging innovations — Machine Learn-ing, Biometric Facial recognition and Autonomous Vehicles — will have a significant impact on the aviation industry in the next five years.Autonomous (self-driving) vehicles are becoming an easier problem to solve on the airport's tarmac or bus routes between airport facilities. Several airports in both Europe and the US conducted trials to determine the obstacles and benefits of autonomous vehicles at airports. At Heathrow Airport, Autonomous electric tugs have automated aircraft taxiing, reducing pushback-related delays by 53 per cent. Fagernes Airport uses autono-mous snow removal equipment to clear 357,500 square metres of snow in an hour, reducing costs, emissions and delays. Dallas Fort Worth International Airport is using autonomous luggage carts that handle 450 bags per hour, using half the energy of conventional baggage handling sys-tems.

Source: portseattle



Electric aviation is on the rise

The electric aviation industry is on the rise since 2008 when a global, sector-wide climate action framework was adopted— a world first. The industry has continued to recognize and respond to environmental concerns by cutting emissions and reducing noise levels to make a greener, cleaner aviation sector.

The global market for electric aircraft is projected to reach US$27.7 billion by 2030, according to market research company MarketsandMarkets. The growth in this market stems from urban mobility aircraft deployment and the increasing use of electric aircraft for cargo and other activities. Several companies are working in the electric aviation domain.

AirFlow is building an aircraft for middle-mile logistics and passengers. The aircraft can carry nine passengers or 2,000 pounds of cargo and can be staffed and operated by one pilot. Airflow will be testing out traffic radar tech on its aircraft and developing personalized avoidance algorithms.

Source: greenbiz



Spirit of Innovation becomes the world's fastest all-electric aircraft

Rolls-Royce's 'Spirit of Innovation' aircraft is officially the world's fastest all-electric aircraft. The aircraft reached a top speed of 345.4 mph over three kilometres, smashing the existing record by 132 miles per hour (mph).

The aircraft achieved 330 miles per hour over 182 mph faster than the previous record. Both records have been officially verified by the Fédération Aéronautique Interna-tionale (FAI), the World Air Sports Federation that controls and certifies world aeronautical and astronautical records. The aircraft also clocked up a maximum top speed of 387.4mph making it the world's fastest all-electric vehicle.

Rolls-Royce Spirit of Innovation is part of the UK Govern-ment-backed ACCEL or 'Accelerating the Electrification of Flight' project. The record-breaking aircraft is propelled by a 400kW electric powertrain and the most power-dense propulsion battery pack ever assembled in aerospace. The project is funded by the Aerospace Technology Institute (ATI), in partnership with the Department for Business, Energy and Industrial Strategy and Inno-vate UK.

Source: moneycontrol