

ViaDubai

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Dubai reconnecting the world



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داعم رسمي | OFFICIAL SUPPORTER

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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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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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Let's work together for sustained recovery



By the end of 2021, the global aviation industry would have moved forward on the path back to a gradual recovery and maintained steadfastness in the face of major challenges posed to the decision-makers and industry stakeholders.

The most important lesson learned from the coronavirus pandemic and its negative effects on the aviation industry is that our priority should be strengthening international cooperation and work as one team to support the aviation sector and consolidate its role in serving the global economy, provide job opportunities to millions of people worldwide, increase reliance on smart solutions and advanced technologies. It will provide a smooth and safe travel experience that meets the aspirations and expectations of future travellers.

As the aviation sector will take steps towards a full recovery from the impact of the pandemic during 2022, I call upon all the stakeholders in the sector, both local and international, to be ready to move towards strengthening cooperation to reap the fruits of the expected recovery.

In Dubai, we have mastered the art of communicating and linking with the outside world to achieve the common interests of the industry in the world that has been exposed to one of the most difficult ordeals in its history, based on the vision of our wise government and our convictions on the importance of cooperation and healthy competition for the better.

We hosted the Dubai Airshow that accorded a strong boost to the global aviation sector with its deals amounting to AED287 billion. We launched the most successful and most important World Expo in history that contributed strongly to the increase in the number of hotel guests in the city and overall growth to the retail sector, trade and investment and above all business confidence.

I thank everyone who contributed to reducing the negative repercussions of the pandemic. I encourage everyone to continue to play their role in connecting the world. We should not rest on our laurels as we still have a lot of challenges in the future.

Ahmed bin Saeed Al Maktoum

Optimistic about 2022



Despite the major challenges faced by the global aviation industry and the massive losses it suffered during the year 2021 due to the coronavirus pandemic, Dubai has recorded several key achievements in the field of aviation that reinforced its importance as a major player in leading the recovery phase of the aviation industry and the global economy.

Among the most prominent achievements has been the reopening of its international airport with its full capacity, handling 20.7 million international passengers during the first nine months of 2021, and hosting the largest airshow in the world that recorded deals worth AED287 billion, providing good opportunities to manufacturers to re-mobilize their production wheel to meet the expected market needs in the coming years.

The Dubai Civil Aviation Authority (DCAA) has played a crucial role in the success of the bold steps taken by our rational government to revive the aviation sector in the emirate through the strategic plans it developed and the joint coordination with the authorities, to facilitate the return of Emirates Airlines and flydubai to connect the world and provide the best services to millions of travellers between the East and West and preparing for success for the Dubai Airshow that attracted more than 1,200 exhibitors from different countries of the world.

All these achievements would not have been achieved without the wise guidance of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai and the concerted follow-up and support of His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, Chairman of Dubai Airports and Chairman and Chief Executive of Emirates Airlines and Group.

The year that is passing brought with it challenges that we handled well. We are very optimistic that 2022 will be much better for the civil aviation industry with crucial lessons learned by the decision-makers in the aviation domain across the world that helped turn them into opportunities to rise again to play a strategic role in serving humanity.

Mohammed Abdulla Ahli

Reception of the Polish delegation at Dubai Civil Aviation Authority

His Excellency Mohammed Abdullah Ahli, Director General of the Dubai Civil Aviation Authority and Chief Executive Officer of Dubai Air Navigation Services, received and welcomed a delegation of Polish Air Navigation Services Agency which was headed by Mr. Janusz Janiszewski, acting CEO of the Polish Air Navigation Services Agency.

At the meeting, they jointly discussed the working mechanisms applied by both sides and the importance of sharing experience and knowledge and strengthening bilateral relations that would be beneficial to the civil aviation sector.

The meeting was attended by Mr. Ibrahim Ahli, Deputy Chief Executive Officer - Dubai Air Navigation Services, Mr. Mohammed Abdullah Lengawi, Executive Director of the Aviation Security and Accident Investigation Sector - Dubai Civil Aviation Authority, Mr. Hamad Obaidalla, Chief Commercial Officer – flydubai and other officials.

At the conclusion of the meeting, His Excellency Mohammed Abdullah Ahli presented the visiting delegation with a memento.



DCAA team participates in Games Championship 2021

The sports team of the Dubai Civil Aviation Authority (DCAA) participated in the third edition of Government Games Championship 2021 held under the patronage of His Highness Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai and Chairman of the Executive Council.

The DCAA sports participation was with the aim of enhancing the spirit of teamwork, capabilities as well as to build better health among the employees and their families.





Dubai reconnecting the world

Bold steps taken by the leadership enabled Dubai to reconnect to the world with fast recovery in the space of aviation, tourism, hospitality, trade and investment. Dubai calls for international cooperation to consolidate the recovery for sustained growth in 2022.

The tipping point was the successful conclusion of Dubai Airshow 2021, the increasing number of passengers at Dubai airports, cruise tourists, the unstinted flow of visitors to Expo 2020 venue, airlines, especially Emirates and Flydubai, resuming flights to various destinations, return of the famous Dubai Shopping Festival and holding of international events in Dubai.

On the successful conclusion of the five-day 17th edition of Dubai Airshow, His Highness Sheikh

Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of the UAE and Ruler of Dubai, said: "Dubai is back again, and the global aviation sector is returning through Dubai and the UAE."

Now, the global aviation industry is returning to normalcy, through Dubai, as evidenced by the resumption of flights to various destinations by Emirates, Etihad and Flydubai.

The fast recovery and reconnection to the world denotes the inspiring

vision of His Highness Sheikh Mohammed bin Rashid which contributed to the growth of the aviation sector to the present stature as the world's top and fastest growing.

The success of the mega event held at Al Maktoum International Airport at Dubai World Central sent out a strong message that the worst of the pandemic is over, and the world is finally on the road to recovery.

The biggest ever Dubai Airshow



marked a major turning point in recovery and growth of international aerospace industry.

Dubai Airshow 2021 was the biggest edition of the event since it first began in 1989, with \$78 billion (Dhs 286.5 billion) worth of commercial and defence contracts, surpassing the previous edition's total deals and the number of trade visitors. The pre-pandemic edition of the airshow held in 2019 had recorded contracts worth Dh183.6 billion.

The emphasis is recovery in the aviation industry globally.

His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive of Emirates Airline and Group had said: "Dubai Airshow 2021 is a testament to the UAE and Dubai's response to the pandemic, a pragmatic response that focused on protecting the health and wellbeing of the people as a top priority while minimising the impact of the crisis on the nation's economy."

Dubai is now calling upon the global aviation stakeholders for regional and international cooperation by taking steps to

consolidate the recovery for sustained growth in 2022.

His Highness Sheikh Ahmed bin Saeed Al Maktoum, Chairman and Chief Executive of Emirates Airline and Group, said: "As the aviation sector will take steps towards a full recovery from the impact of the pandemic during 2022, I call upon all the stakeholders in the sector, both local and international, to be ready to move towards strengthening cooperation to reap the fruits of the expected recovery."

Emirates' 123rd A380

Signalling optimism for the aviation industry recovery and the return of travel demand, Emirates airline has taken delivery of its 123rd Airbus A380 superjumbo aircraft. Airbus delivered the final A380 to Emirates, marking the end of a 16 year production run of 252 superjumbo aircraft, of which almost 50% (123) was delivered to Emirates.

Dubai re-established its connection to the world when Dubai Airports reopened Concourse A at Dubai International's Terminal 3 complex, taking the world's busiest international airport closer to 100% operational capacity.



Cruise tourism growing by leaps and bounds



Dubai's 2021-2022 season is expected to welcome 126 cruise ship calls and over 500,000 cruise visitors, contributing further to the momentum of Dubai's tourism recovery.

Cruise tourism is growing by leaps and bounds to become a key contributor to Dubai's travel and tourism industry and make Dubai as the region's busiest cruise hub.

Dubai's 2021-2022 season, which commenced in October, is expected to welcome 126 cruise ship calls and over 500,000 cruise visitors, contributing further to the momentum of Dubai's tourism recovery.

Dubai is the gateway to the region and is an ideal base for cruise holidaymakers seeking to explore the UAE and the wider region.

The cruise season is getting back into full swing from Mina Rashid cruise terminal with leading cruise lines resuming operations, showing strong demand for cruise holidays. The peak season will continue till April next year.

Dubai has the largest cruise port in the UAE, with two terminals at Mina Rashid that have the capacity to fit seven mega-cruise ships at one time. The city welcomed more than 800,000 people during the 2018 to 2019 season.

"Dubai continues to spearhead global tourism recovery, with the city's multi-faceted appeal shining bright for travellers arriving by land, air or sea to our world-leading attractions, authentic heritage areas, cultural destinations, stunning beaches, exceptional restaurants and malls, and world-class hotels and resorts," said Issam Kazim, Chief Executive Officer, Dubai Corporation for Tourism and Commerce Marketing.

All these projects are aligned with the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, to

make Dubai the most sought-after destination.

Dubai continues to evolve and build on its diverse tourism proposition, further enhancing its appeal as a global hub for businesses and an attractive location to live and work in.

"Maritime tourism and the cruise industry make vital contributions to the city's tourism economy, and with Dubai now having the capacity to host nine mega cruise ships at any one time, we anticipate that the cruise sector will continue to grow exponentially," he said.

Mina Rashid, which welcomed more than 800,000 travelers during the 2018-19 season, is looking to further boost its status as a premier cruise tourism hub by expanding its recreational area. Due to high demand, it was also working to provide improved berthing services

for private yacht owners looking to make Dubai a home for their vessels.

Sultan Ahmed bin Sulayem, group chairman and chief executive of DP World, which operates the cruise terminals, said he hoped more liners would return to the waters around Dubai in the near future, said a WAM report.

Sheikh Mansoor Bin Mohammed, chairman of Dubai Sports Council, said "Dubai's effective management of the Covid-19 pandemic has enabled the emirate to restore normalcy in record time and accelerate the recovery of the tourism sector."

With world-class infrastructure, Dubai is able to handle some of the world's biggest cruise ships. This will further bolster the city's position as a gateway for both regional and international cruise itineraries.

Dubai's growing reputation for cruise tourism will be further boosted when MSC Cruises berthing in Dubai. This is happening in partnership with Dubai's Department of Tourism and Commerce Marketing (Dubai Tourism). DP World and Emirates Airline will hold the naming ceremony for MSC Virtuosa at Mina Rashid (Port Rashid).

The new Dubai Harbour Cruise Terminal will soon start receiving visitors, after its 2020 launch was delayed by the pandemic.

The port features advanced facilities, including seaport passenger-boarding bridges equipped to process more than 3,000 passengers per hour.

"The Dubai Harbour development represents a historic milestone in Dubai's role as this region's foremost destination for lifestyle, leisure and luxury – a moment in history that brings forward the realisation of Dubai's ambition to become the most visited city in the world," said Abdulla Binhabtoor, Chief Portfolio Management Officer, Shamal Holding, the promoter of seafront district Dubai Harbour.

The cruise terminals, which are part of Dubai Harbour development, offer a wide array of amenities and services for passengers and crew – from ample seating areas to washrooms, currency exchange outlets, ATMs, cafes, retail outlets, Duty-Free, dedicated parking, taxi stands and much more.

The infrastructure at the Dubai Harbour Cruise Terminal comprises two terminal buildings that offer

guests and crew a safe, comfortable and seamless experience. Designed to process over 3,250 passengers per hour, the highly efficient and modern terminals are located on a pier stretch of over 910 metres and can accommodate a complete passenger turnaround of two cruise ships simultaneously.

The purpose-built terminals ensure simplified and streamlined immigration and customs screening processes, and the dedicated access routes for passengers and crew, facilitated by Seaport Passenger Boarding Bridges, allow uninterrupted flow between the ship and the terminal.

The first one to berth in Dubai was TUI Cruise Line's Mein Schiff 6, with 2,000 passengers and crew on board, which visited the Hamdan bin Mohammed Cruise Terminal in Mina Rashid, the first of 126 such liners expected to berth in Dubai.

The cruise season in Abu Dhabi is also growing with leading cruise liner companies such as AIDA, Costa, MSC and Tui. Among more than 100 cruise ships scheduled to call at the cruise terminals in Zayed Port in Abu Dhabi and Sir Bani Yas Island this season. The facilities are owned and operated by AD Ports Group.



Aviation to play key role in UAE economy for next 50 years: Sheikh Ahmed

Expanding the UAE's strong position in global aviation and logistics is going to be one of the key factors driving the country's growth in the next 50 years, Sheikh Ahmed bin Saeed Al Maktoum, President of the Dubai Civil Aviation Authority, Chairman of Dubai Airports, Chairman and Chief Executive of Emirates Airline and Group, said.

Tweeting on the occasion of the International Civil Aviation Day, Sheikh Ahmed reflected on the contribution

of the aviation industry in bringing the economy back on the path of recovery.

"Our resilience in the face of adversity underscores our commitment to create a safe and productive environment for individuals and communities to thrive again, rebuilding economies and supporting tourism and trade through our global aviation hub Dubai," he said.

He also stressed on the importance

of establishing new partnerships and strengthening existing ones to further bolster UAE's stand in the global aviation sector.

"One of the key pillars of the UAE leadership's vision as they lay the foundation for the country's next 50 years is expanding our already solid position in global aviation and logistics, by establishing new partnerships and strengthening existing ones," he said.



Emirates takes delivery of the final A380

Signalling optimism for the aviation industry recovery and the return of travel demand, Emirates airline has taken delivery of its 123rd Airbus A380 superjumbo aircraft.

Airbus delivered the final A380

to Emirates, marking the end of a 16 year production run of 252 superjumbo aircraft.. The aircraft departed Airbus' Hamburg facility bound for Dubai as the 123rd A380 in the Emirates fleet. The airline, by far the A380s best customer, has

taken nearly 50% of the A380s delivered to a customer, BBC News reported.

The aircraft, registered as A6-EVS, marks another milestone in the airline's steadfast 21-year commitment to the programme.

Receiving delivery of a brand-new aircraft amid an unprecedented global pandemic, Emirates said it was once again signalling its optimism for industry recovery.

Emirates was the first airline to announce an order for the A380 at the 2000 Farnborough Air Show when the aircraft was still marketed as the A3XX.



Dubai South, Huawei in strategic partnership

Dubai South, the largest single-urban master development focusing on aviation, logistics and real estate has announced a strategic partnership with Huawei, a leading global provider of information and communications technology (ICT) infrastructure and smart devices.

The new partnership entails the adoption of innovative digital technologies and solutions from Huawei to enable intelligent, connected and sustainable communications infrastructure, data management, transportation, operations, security and other related services at Dubai South.

The memorandum of understanding (MOU), was signed on the sidelines of Dubai Airshow by HE Khalifa Al Zaffin, Executive Chairman of Dubai Aviation Corporation and Dubai South; and Jerry Liu, CEO - Huawei UAE.

In his comments, HE Khalifa Al Zaffin, said: "Dubai's status as a worldwide communication hub has been activated and achieved through its relentless efforts



towards innovation and investment in cutting-edge technology. The collaboration with Huawei enables us to build a connected aviation community capable of supporting sophisticated services that cater to the future of transportation and mobility. We are certain that our valued partners and customers will benefit from cutting-edge infrastructure through which they can offer bespoke services to their clients."

To develop a dynamic smart transportation system, Dubai

South plans to deploy a fully connected, high-bandwidth, low-latency private network for massive machine interactions built on Huawei technology. Dubai South will also tap into Huawei's expertise through designing an advanced integrated operations centre for centralised monitoring and control operations, traffic, security and other services. The two organisations will also explore innovative solutions to support a mixed-traffic, intelligent transport system for autonomous and driver-assisted vehicles.

Etihad in pact with Kyndryl for IT services

Etihad Airways and Kyndryl, an IT infrastructure services provider, have announced a multi-year agreement to help accelerate the next stage of its digital transformation journey.

Kyndryl will help Etihad modernise its IT infrastructure by facilitating the use of best-in-breed cloud platforms. Innovation and technology have been instrumental to Etihad's agility to adapt within the aviation industry and

enhance its world-renowned guest experience. Previously, the airline has relied on a private cloud infrastructure – but to achieve further flexibility, it needed to adopt a cloud strategy that integrates various public cloud environments to support its workloads, Gulf News reported.

Etihad will tap Kyndryl to work closely with leading cloud providers to select fit-for-purpose cloud platforms that are based on the specific requirements of Etihad's mission-critical workloads. Over the next three years, Kyndryl will also help migrate and manage Etihad's workloads across the new multi-cloud environment.





Saudia to finalise wide-body aircraft order in 2022

Saudia, the flag carrier of Saudi Arabia with an impressive fleet of over 150 aircraft, is planning to order a fleet of wide-body aircraft from both Boeing and Airbus in 2022. The carrier is in advanced talks with both the aircraft manufacturer.

Saudia's Chief Executive Ibrahim Koshy said: "It's a good size fleet order that will have to be placed. It's something that will take place definitely in 2022."

He did not tell British newswire Reuters how many aircraft the airliner would order and whether it would be placed with a single manufacturer or split. He told The National the state-owned airline plans to increase its annual passenger numbers from 35 million pre-pandemic to 85 million by 2030. The airline's current in-house fleet comprises 61 narrow-body aircraft, 85 wide-bodies, 20 A330-300-Regionals, 35 B777-300(ERs), five B787-10s, 13 B787-9s and four B777-200F freighters. The airline flies to 91 destinations on 209 routes with 443 daily flights.



ME airlines increase their premium revenue share

The Middle East airlines are benefiting from the global economic slowdown, winning a greater share of dwindling worldwide premium traffic and revenues. An analysis by the Centre for Asia Pacific Aviation (CAPA) of IATA premium traffic reports since mid-2007 shows a dramatic increase in the region's share of global premium traffic and revenues.

Routes linked to the Middle East now account for 12 per cent of worldwide premium revenues and

slightly over 11 per cent of premium traffic numbers. Before the onset of the Global Financial Crisis, the Middle East region accounted for eight per cent of worldwide revenue and nine per cent of traffic. There are 24 airlines in the Middle East with the largest being Emirates, Saudia, Qatar Airways, Etihad Airways, flydubai and Oman Air. The Middle East Airlines serves near about 121 domestic destinations and international destinations around the world. The Middle East's top 10 commercial airlines make up a total of 1,145 aircraft.



Middle East region to have 200,000 new aviation jobs

Airlines in the Middle East will require an additional 200,000 personnel to support the growing demand for new aircraft deliveries over the next two decades, according to the American aircraft manufacturer Boeing. It said the region's commercial aviation industry will need 91,000 cabin crew, 54,000 pilots and 51,000 technicians, Gulf News reported.

In its 2021 Commercial Market Outlook (CMO), Boeing predicts airlines in the Middle East will require 3,000 new aircraft valued at US\$700 billion and aftermarket services like maintenance and

repair worth US\$740 billion. In the Middle East and Africa (MEA), the 171 Boeing 787 Dreamliner aircraft are operated by 14 airlines. The Boeing 787 has helped the region's airlines open 74 new point-to-point routes to and from the region. Airlines in the Middle East and North Africa will need to buy about 950 aircraft worth US\$94.5 billion by 2022, according to European aircraft manufacturer Airbus. Overall, carriers in the Middle East have placed cumulative orders for more than 300 Airbus aircraft, 250 of which have been delivered.

Pre-owned aircraft boom in Middle East

Bombardier, one of the largest aircraft manufacturers in the world, has been seeing in the Middle East for the pre-owned aircraft at levels not seen since the pre-2008 era.

According to a report in Aviation International News (AIN), the Canada-based company's portfolio will continue to be popular with a variety of operators, particularly in the charter market. Bombardier

marked the 50th delivery of the Global 7500 in March 2021, after delivering 35 in 2020. The aircraft carries up to 19 passengers and flies to a range of 7,700 nautical miles. Bombardier expects it to enter into service in Q2 2022. Currently, there are more than 550 Bombardier specialized aircraft in service. Bombardier has reported growing backlogs for corporate aircraft as demand for private flights soars. The Montreal-based company has not faced any assembly line interruptions and has unveiled an upscale variant of its Challenger 350 business jet as it vies to protect its dominant mid-sized market share. It is still looking at the segment below its largest-cabin Global jets as an area for potential updates.



Five ME carriers post best CO2 per seat performance

IBA, the aviation advisory and intelligence firm, has revealed its Aviation Carbon Emissions Index in association with KPMG. The analysis demonstrates the aviation industry's efforts in driving further efficiency in their fleets.

The global average CO2 per seat per mile remains largely flat month on month, despite growing aircraft utilisation following the coronavirus pandemic. In April 2020 the average CO2 per seat per mile was over

151g. By September 2021, this had decreased to 144.1g and was at 144.2g in October. The IBA has observed an overall CO2 per seat per mile reduction of 5.2 per cent on a rolling three-month basis over the past four years.

Average CO2 per seat per mile dropped 2.8 per cent between March and August 2021 alone as over 540 new technology aircraft were delivered during that period. The IBA has produced a spotlight on the

airlines with the best performing fleets in terms of CO2 per seat per Mile in the Asia Pacific, Latin American and Middle Eastern regions.

In the Middle East, flydubai topped the list at 123.4g followed by Air Arabia at 128.3g, Jazeera Airways at 135.6g and Air Arabia Maroc at 138.1g. The top 50 airlines' average score for the Middle Eastern region stood at 149.6g of CO2 per seat per mile.





Uruguay airport sees \$300 million investment

Uruguay is boosting its aviation facilities. Corporacion America Airports SA has received a 20-year extension on a key international airport as it beefs up its presence in the South American nation with smaller airfields.

Its Uruguay subsidiary has extended the concession of the airport serving the capital, Montevideo, until 2053. It added six domestic airports to the agreement and plans to invest to upgrade their infrastructure, said a report in Buenos Aires Times.

As part of the infrastructure push, the company plans to spend US\$300 million in Uruguay on the projects over the 30-year concession, starting with a US\$67 million investment, two-thirds of which by December 2023. Uruguay's passenger traffic through two airports in 2019 totalled 2.14 million people.

Latin America's second smallest country has 20 airports but only two provides scheduled passenger flights. According to a study, passenger traffic in the country will increase to 2.4 million by 2025, 2.8 million by 2030 and reach 3.9 million by 2040.

Italian and French airports developing flying taxi infrastructure

Three Italian airports of Rome, Venice and Bologna and a city on the French Riviera have created a company to build and manage infrastructures for flying taxis.

Vertiports will be used to deploy battery-powered aircraft that can take off and land vertically, offering a new way for travellers to beat traffic and hop between cities. Aeroporti di Roma, Aeroporto di Venezia, Aeroporto Guglielmo Marconi di Bologna and France's Aeroports de la Cote d'Azur formed the company, Urban Blue. Vertiport operations in Rome, Venice and

Nice have been planned to begin by 2024. The Italian capital is seen as the third most suitable city for the development of urban air mobility (UAM) in Europe, said a report in [Globalconstructionreview.com](https://www.globalconstructionreview.com).

The plan is to initiate eVTOL shuttle services between veliports around these cities by 2024, the year when Paris plans to initiate Volocopter air taxi service to coincide with it hosting the Summer Olympics. The market value for European VTOL services is estimated to be more than €4 billion by 2030.

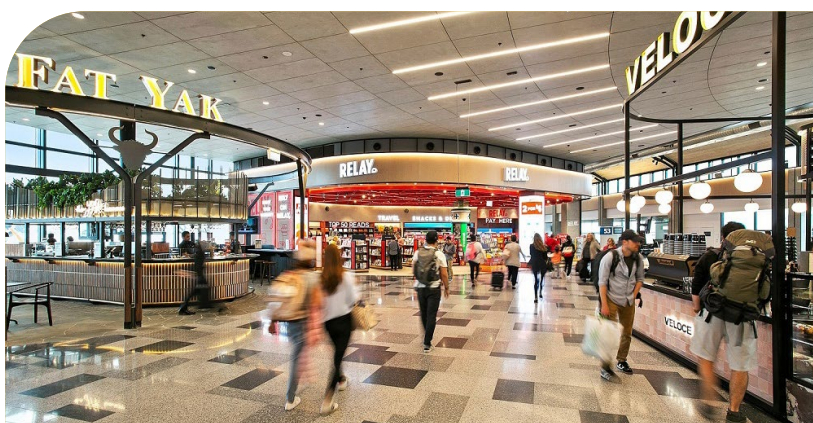
Canadian airports getting crowded

Canada has seen a spike in the number of international travellers entering its borders as it eased Covid-19 pandemic measures and reopened itself to fully vaccinated travellers earlier in 2021. October has seen 263,400 non-residents arriving at Canadian airports, representing a 14-fold increase compared with the same period in 2020, said Global News.

Among them, 114,200 came from the US and 149,200 from other countries. Starting mid-August, Canada eased its travel restrictions that were in place since March

2020 to allow fully vaccinated Americans into the country for non-essential purposes, without having to quarantine upon arrival. Allowing more Canadian airports — currently, 10 — to accept international flights has contributed to an increasing number of people flying in. By November end, eight more airports in Canada were opened to international travel. The total number of both enplaned and deplaned air passengers in 2020 in Canada was around 46 million, with about 29 million being domestic air passengers.





Sydney Airport agrees to \$17.5 billion buyout deal

Sydney Airport, one of the world's longest continuously operated commercial airports and the busiest airport in Australia, has agreed to accept a A\$23.6 billion takeover bid from a group of investors. When completed, it will be one of the biggest ever buyouts in Down Under.

A BBC News said the deal came after Sydney Aviation Alliance (SAA) raised its bid after the airport's owner rebuffed its earlier offer. The deal requires approval from three-quarters of the airport's shareholders along with approval by the Australian

regulators. Meetings about the deal are planned to be held in Q1 2022. The airport's International terminal underwent a \$500 million renovation that was completed in mid-2010. According to the Sydney Airport Master Plan 2039, passenger numbers are forecasted to increase by a whopping 51 per cent to 65.6 million in the next 20 years. That's despite a new airport opening in 2026 at Badgerys Creek in 2026. By 2039, officials anticipate the split between domestic and international passengers travelling through the airport will be 52 per cent and 48 per cent, respectively.

Talks start for Budapest Airport sale

AviAlliance, a Germany-based airport management company that is the biggest shareholder in Budapest Airport, has entered into formal talks with the Hungarian government for the sale of the hub which in 2019 handled an all-time high of 16.2 million passengers with it being the primary hub for Wizz Air and base for Ryanair.

The decision to start the due diligence process followed a revised offer by the government, its majority shareholder, which has made the airport purchase a priority. Budapest Airport (BUD) is the main international gateway

for a land-locked catchment of over 12.7 million people in a nearby radius, a Bloomberg report said.

In 2019, its annual growth rate was more than double the EU average growth - 3.2 per cent. In 2019, 49 airlines served 153 airports in 135 cities across 49 countries. Long-haul seat capacity exceeded 1.3 million seats in 2019, four times as many as in 2015. Hungary had offered US\$5.08 billion for the airport, a figure which neither its biggest shareholder AviAlliance GmbH nor the government confirmed.

Zurich voted best European airport for 18th year in a row

Zurich Airport, the largest in Switzerland that handled an all-time high of 31.5 million passengers in 2019 and is the principal hub of Swiss International Airlines, has been voted the best airport in Europe for the straight 18th year. It has remained undefeated in the World Travel Awards programme since 2004 given its high passenger satisfaction rates and quality services, according to news portal thelocal.ch.

This year, Zurich airport has been praised for implementing a wide range of health and safety protocols to keep both travellers and employees safe during the Covid-19 pandemic. This included providing plexiglass panels at check-in counters and over 200 hygiene stations with masks and disinfectants. Zurich Airport is also one of the frontrunners in the field of climate protection having started the initiatives in 1991 to assess energy consumption and climate emissions. Today, the airport has reduced its carbon emissions by almost 50 per cent, matching Switzerland's national commitment for 2030 at the Paris Agreement. Over the same time, traffic and infrastructure have increased by almost 60 per cent. About 54 airlines offer scheduled and non-scheduled services to 177 destinations in 69 countries.



MENA Cargo starts commercial operations

MENA Aerospace Enterprises has started commercial operations of its cargo unit after it decided to expand its services by setting up the new cargo airline in late 2020. Bahrain, where the company is based, is positioning itself as a global logistics nexus, taking advantage of its geographic proximity to growing markets, according to Asian Aviation.

The Bahrain Global Sea-Air Logistics Hub had been recently launched. It is the fastest regional multi-modal logistics hub in the Middle East, saving customers time and cost. MENA Cargo both

benefits from and contributes to the island-nation's sophisticated logistics ecosystem. It will be serving markets throughout MENA Cargo's global network together with support from global cargo integrators, cargo freight agents, cargo charter requests and logistic suppliers.

MENA Cargo currently has one Boeing 737-300 converted freighter, with a payload capacity of up to 17,000 kilogrammes, in its fleet. MENA Cargo is the newest dedicated full-service cargo airline to enter the MENA region and the third freighter operator in Bahrain.

AA Cargo launches B777-300ER daily service

American Airlines Cargo has expanded its international network with the introduction of service to New Delhi from mid-November. The carrier marks its return to the Indian capital city with a daily service from John F. Kennedy International Airport to Indira Gandhi International Airport.

This expansion will be followed by daily service between Seattle-Tacoma International Airport and Bengaluru city in early 2022, linking two critical

global technology markets with the US and beyond, said aviationbusinessnews.com.

The new service is operating with a Boeing 777-300ER, the largest wide-body aircraft in the AA's fleet. The new service will help export commodities like leather products, textiles, ready-made garments, pharmaceuticals, machinery and technology parts to several destinations around the world via JFK. This will be the first time American has served the country since 2012.



Teleport launches dedicated Boeing 737-800F service

Teleport, the logistics venture of Singapore-based Air Asia Digital, has reinforced its position as a regional player in the cargo and logistics business with the launch of its dedicated 737-800 freighter. The freighter will serve key routes in Asia as the Air Asia Group works its way to be among the Top 3 cargo operators by capacity in ASEAN.

Travelnewsasia.com said the addition of the dedicated freighter brings the company's current active fleet to a total of 252 aircraft, including the group's passenger aeroplanes, and will enable consistent capacity on key air cargo routes across Southeast Asia.

Since the start of 2020, Teleport has set out to build a cargo-only network across the key air cargo lanes in the region to cater for the increasing e-commerce and general cargo demand.

The freighter is also capable of carrying numerous items under the Dangerous Goods category as per IATA regulations, including Lithium batteries. The 737-800 Freighter was acquired through a multi-year agreement with K-Mile Asia, Thailand's express freight airline.



ATC Aviation adopts new cargo booking app

Germany-based ATC Aviation Service has adopted a new online booking solution that automates processes and provides instant quotes. The online solution allows ATC customers to book Airway Bills (AWB) and benefit from an end-to-end track-and-trace facility.

The solution converts inbound email quotation requests into instant quotes and its Quotation Management System delivers published rates, contract rates and allocations, and SPOT or promo rates. With the new e-booking tool, the company is improving the digital interface to its customers. The personal contact through its sales

staff will continue to be maintained and focused on individual needs.

The e-booking platform is the next big step to continue its digital growth path besides other IT tools supporting operational efficiency. The booking solution can connect to any airline, integrating with operating and accounting systems using an Application Programming Interface (API) or clients can book with their own AWB number.



DHL ordered nine converted Boeing 767s

Global logistics giant DHL Express is expanding its long-haul cargo fleet after ordering nine converted Boeing 767-300 freighters. It has already received seven examples of the 767-300BCF (Boeing Converted Freighter) from an initial eight aircraft order. The aircraft will help modernize its fleet.

The carrier has requested additional jets in response to increasing global cargo demand. Growing cargo demand has been one of the most notable aviation developments in recent years, with cargo booming despite the coronavirus pandemic. DHL has already taken possession of seven 767-300BCF to help meet the customer commitments by delivering cargo on time.

The converted 767s will join an existing seven-plane fleet of this type at DHL. The carrier is awaiting delivery of the eighth and final aircraft of its first order. DHL has been leasing its existing 767-300BCFs to Middle Eastern and Latin American partners.

IAG Cargo ramps up capacity in Europe, UK and US

IAG Cargo, a division of International Airlines Group (IAG) which uses the freight capacity of the passenger flights of its sister airlines like British Airways and maintains three hubs at Dublin, Heathrow and Adolfo Suárez Madrid-Barajas airports, has an increased schedule into the US that covers 21 destinations across the country including additional capacity into key routes and the restart of the service into Newark. Customers will be able to access additional capacity on

many destinations across the US. The company also plans to restart services to Baltimore, Orlando, Tampa and Las Vegas. The increased capacity and planned re-starts coincide with the peak season for cargo – as Black Friday, Thanksgiving and Christmas e-Commerce shipments, in particular, take hold. IAG Cargo is now serving 21 US destinations and has continued facilitating regular shipments between Europe and the UK and the US throughout the coronavirus pandemic.



A path towards normality



Willie Walsh
Director-General
IATA

The coronavirus pandemic has devastated the aviation industry. In 2020, airlines globally lost US\$138 billion. Losses will reduce to US\$52 billion in 2021. We expect a further reduction to a US\$12 billion loss in 2022. Add that up, and the toll that Covid-19 will take on industry finances tops US\$201 billion. For the airlines based in the Arab region, we estimate a cumulative loss of US\$6.8 billion for 2021, with an improvement to US\$4.6 billion in losses for 2022.

We are past the worst point and can see a path towards normality. The cargo business is already operating at nine per cent above pre-crisis levels and in the Middle East 18 per cent. The region's carriers including Emirates Airlines and Etihad Airways played a critical role in this mammoth task by keeping flying throughout the crisis. Where governments have not restricted travel, the passenger business recovery has been swift. Domestic markets are expected to reach nearly 75 per cent of pre-crisis levels by this year-end, but international travel—where we see travel restrictions continuing—is only expected to reach 22 per cent. Next year we expect domestic markets to be nearly where they were in 2019. However, international travel will lag at just 44 per cent.

We are moving in the right direction, if not as fast as we would like to go. The task ahead is formidable. The overall mood in the industry is one of cautious optimism. And the re-opening of the US market to 33 countries—primarily European—gives the recovery a big momentum. Today, most of the AGCC and wider Middle East region have re-established links to their primary

markets. Caps on flight movements have been lifted and the UAE, Jordan, Bahrain, Oman and Saudi Arabia have re-instated services to over 70 per cent of their pre-pandemic networks.

As routes reopen and airlines add services, we face the challenge of managing the myriad and complex Covid-19 travel health credentials that governments require. Paper-based solutions will overburden the check-in and immigration process. We believe IATA Travel Pass is a great product to help airlines, travellers and governments address this challenge digitally.

This region has been a pioneer in implementing IATA Travel Pass with Emirates and others introducing it in a phased rollout across their networks. We need to have truly hassle-free travel for those who are vaccinated.

We need alignment on accepted vaccines with the WHO emergency use list of approved vaccines. We also need to have efficient alternatives to enable travel for those without access to vaccines. Antigen testing needs to replace expensive PCR testing for travel purposes.

Addressing these challenges will be critical to reconnect the region and link it to the rest of the world. Considering that 97 per cent of pre-pandemic traffic for airlines based in this region was international, getting this right is vital.

Excerpts from the speech at the AACO Annual General Meeting

Coming structural changes

It is fair to say in the 20-plus months since the start of the coronavirus pandemic, we are still very much in a wait-and-see mode in several Asian countries. Our region, the supply side, is heavily constrained by travel restrictions. About 80 per cent of passenger traffic had been lost in August 2021 compared to 2019 levels in several airports of our region. Globally, in 2020 we were back to 1999 passenger traffic level.

This reminds me how passenger traffic was consistently strong over the last 20 years, with few temporary fluctuations. And also, how much we were inebriated by a growth that we almost took for granted. It mentally hurts to read the pre-Covid-19 forecast related to airport revenue growth. In 2020, airports were lagging 60 per cent behind their pre-Covid-19 forecast levels. A result that is likely to be replicated in 2021 in Asian markets.

The depression in traffic of the region is mainly linked to international traffic. Domestic traffic has proven that opportunities are there if the pandemic can be kept under control and some countries have moved in that direction. Global players have a competitive advantage. The ones that have diversified their portfolio from a product/service and geographical perspective will be in a better position to navigate through the crisis, by seizing opportunities whenever those materialise. This applies to airport operators, airlines, retailers, brands etc. Some are in the process of acquiring or consolidating their business bearing an objective risk but also preparing for a future stage of recovery to get a return on their investment in a much more solid position.

The risk borne by airport operators is a concept that will have to be reviewed. The airport business is a highly-regulated business, which subjects the generation of aeronautical revenues to pre-defined criteria and scrutiny. This is one of the fundamentals that the crisis is significantly challenging in terms of its fairness and responsiveness. More than ever, airport hubs will be competing for connecting passengers and the race to be the most attractive destination for many tourist spots and their airports will be harsh, likely to serve a smaller pie of demand, especially in the recovery phase.

Airport charges rules should be reviewed to ensure that beyond the strict and inflexible principle of cost-relatedness, market-based pricing or commercial agreements between airlines and airports are facilitated to share risks differently. Declining spending per passenger in several markets, competition with online retail platforms and the now consolidated ride-sharing economy had already started to disrupt traditional revenue streams before the crisis. Tailored offerings, strong relationships and a sense of place are all part of a customer-centric shopping experience. We want to avoid passengers getting to the airport distressed. Satisfied customers are twice as likely to shop more than stressed ones.

To conclude, airport businesses are likely to experience a significant structural change in the coming years. In my view, 2022 will be the decisive year to understand who will lead and who will follow.

Excerpts from the speech at the APTRA Exchange in Hong Kong



Stefano Baronci
Director-General, Airports Council International (ACI), Asia-Pacific

European airlines to reduce losses in 2022

European airlines have been projected by the IATA to benefit from the two fastest recovering international passenger markets in 2022. Intra-Europe RPKs are forecast at 75 per cent of 2019 volumes next year, with North Atlantic RPKs at 65 per cent — both ahead of all other main international regions, according to a report by CAPA.

The intra-Europe recovery is good news for Europe's leading ultra-LCCs, Wizz Air and Ryanair. The North Atlantic reopening to European travellers is positive for IAG, Lufthansa Group and Air France-KLM. Only the more domestic-focused North American airline industry is expected to return to profit in 2022. Among Europe's leading legacy groups, IAG does not have state-backed debt to repay, giving it more flexibility than Air France-KLM and Lufthansa Group.

IATA forecasts global airline losses narrowing in 2022. Only North America is forecast to be profitable in 2022. Europe's small domestic market held back its recovery, but it made progress in peak summer 2021. Looking ahead to 2022, IATA expects the global operating loss margin to become narrow to 2.7 per cent — the third lowest margin (after 2020 and 2021) of the past 20 years.



Airbus and Boeing set for big growth

Airbus and Boeing, the world's dominant aerospace companies, pulled out all stops in their endeavours to seek new business at Dubai Airshow, the first major aerospace gathering since the coronavirus pandemic started in March 2020, said a Business Standard report.

In the first 10 months of 2021, the Europe-based Airbus returned to profits and delivered 460 aircraft. The US-based Boeing still remains in the red despite supplying 268 aircraft. The Boeing's 737 MAX returned to the skies in 2020 after the entire fleet getting grounded for 20 months

following two crashes — in Ethiopia and Indonesia — that left 346 people dead.

Almost 370 aircraft remain in its inventory and it will take two years to sell them all. The coronavirus pandemic hit the Boeing's strong point — long-haul aircraft — as international travel has been curbed by pandemic restrictions. International air traffic is only expected to return to pre-pandemic levels between 2023 and 2025.

Domestic air travel, meanwhile, is doing better — which benefits Airbus and its A320 family of narrow-body aircraft.

Jet Airways eyeing 100 aircraft by 2025

Jet Airways, once fully revived, will start operations in Q1 2022. Its new owner, a consortium of UK-based Kalrock Capital Partners and Murari Lal Jalan, plans to have 100-plus aircraft in its fleet in the next five years, according to a report in Business Standard.

Before it went bust, Jet Airways operated a 100+ diverse aircraft fleet with Boeing 737-800 its workhorse. ATRs served its shorter regional networks while the longer international flights relied on the Boeing 777s and

Airbus A330s. In April 2019, the airline went down in a pretty dramatic fashion, with its aircraft getting seized before departures and its fleet grounded as lessors and vendors closed in to demand payments. It plans to have 50+ aircraft in three years and 100+ in five years.

Founded about three decades ago, it closed operations due to the inability of its promoters including Abu Dhabi-based Etihad Airways to put more money. About 12 aircraft are still in the possession.



Ryanair unveils bullish summer 2022 plans

Ryanair, Europe's largest LCC, has set its eyes on a strong summer 2022. The airline has placed its bets on returning demand by beginning a mammoth recruitment drive for 2,000 pilots over the next three years.

It will take delivery of 50 of its new 200+ aircraft order by summer 2022 as it sets up for its busiest post-coronavirus pandemic season to date, Aerospace Technology reported.

With pent-up demand for travel rising as restrictions getting eased across Europe, the airline wants to be in one the best-

position to absorb the demand. The new Boeing 737-8200 aircraft will offer eight additional seats in comparison to its current 189 seat aircraft, while reducing fuel burn by 16 per cent a seat and reducing noise/CO₂ emissions that would help lower costs further. It low fares will see the carrier excel during the post-Covid-19 recovery phase.

With the airline ramping up hiring ahead of new aircraft deliveries, it proves the Irish airline founded in November 1984 is voting with its feet and 2022 seems to be the year that revenues should take off for the airline.

15 airlines to provide flights to Beijing Olympics

A total of 15 airlines have indicated they will offer flights to Beijing for the 2022 Winter Olympic and Paralympic Games. Concerns have been raised in the build-up to the Games over a lack of flights currently entering China due to the Covid-19 pandemic. Transport was cited as an issue at the Association of National Olympic Committees General Assembly in Crete. According to

the British newswire Reuters, the Civil Aviation Administration of China (CAAC) has cut the number of weekly international flights to and from the host nation to 408 until March 2022. The figure represents a drop of 644 from the summer season.

The number of scheduled international flights is reportedly 2.2 per cent of the pre-Covid-19 figures.

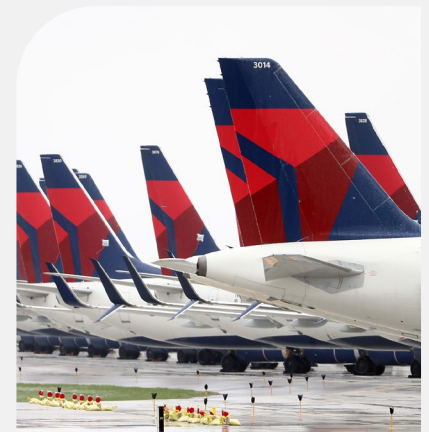
Delta to increase flights to 25 European destinations

Delta Air Lines, one of the major airlines of the US offering flights to over 300 destinations in 60 countries, is planning to operate up to 73 daily flights to a total of 25 destinations from ten US gateway destinations in 2022. It plans to increase its capacity across the pond by 90 per cent during summer 2022.

Taking into account its partners like Air France, KLM and Virgin Atlantic, the plan will facilitate passengers to travel to 21 US cities, according to news portal Schengenvisainfo.

The carrier's cooperation with the partners will allow traveller connections from the US airline to 186 other destinations throughout Europe, India and the Middle East. Delta will add flights to other cities across the Atlantic with more frequencies, returning routes and upgraded aircraft as reported by the airline.

Due to the Covid-19 pandemic, the airline temporarily froze the travel process in order to prevent an increase in the number of Covid-19 infections. As epidemiological situation in several other countries is ameliorating, it has unfolded its plans that include opening the doors to several markets.



Making airport journey a seamless experience

Technological innovations have become critical to running airports as the number of passengers keeps rising and is expected to reach 19 billion and departures to 90 million per year by 2040.

The airports and airlines have been changing continuously for a better passenger experience with several technologies and innovations getting introduced across the world despite the pandemic virtually halting their operations considerably since March 2020. As the passengers travel in considerable large numbers, they come across innovative facilities- be it the biometrics to get through the security or apps that tell the passengers about their flights getting delayed or free Wi-Fi and battery charging zones.

“Technology is going to play a much bigger role at airports than it ever has in the past and will be the key driver in creating every facet of a seamless travel,” says Sherry Stein, Head of technology at SITA, a global technology company providing IT and telecommunication services to the air transport industry.

At London Heathrow, once the world’s largest airport for international travellers before Dubai took over the crown in 2014, British Airways is using Artificial Intelligence (AI) in a trial of autonomous robots to help a slew of operational practices.

The Airports Council International (ACI, the trade association for the world’s 1,933 operating airports in 183 countries, says technological innovations have become critical to running airports as the number of passengers keeps rising each year and is expected by 2040 to be about 19 billion and the number of departures jumping to 90 million. Airports by adopting new technologies help themselves operate efficiently and sustainably – and profitably.

Until 2030, technology that verifies passenger identity through fingerprints will be a near-normal exercise from the present status of being tested at airports all over the world. Hundreds of airports on the planet are testing out biometric identification as part of the security and boarding processes. The biometrics use will grow exponentially with the technology being introduced by airports and airlines for the first time or expanding the programmes already in place.

Singapore’s Changi Airport has started a trial in its expansive Terminal 4 that allows Singaporeans to walk through arrival immigration without showing their passports or scanning their thumbs. They can clear immigration by going through an automated lane that identifies them through an iris scan or face capture. The island-nation’s airport is served by more than 100 airlines to 400 cities in over 100 countries and territories worldwide. In 2019, it charted one of the highest departures and arrivals figure in the last five years with about 68 million visitors. The world-renowned airport hopes to implement this clearance for all eligible passengers by 2022.

British Airways that flies to more than 170 destinations in nearly 80 countries throughout Europe, North America, South America, Asia, Africa and Australia, has installed biometric boarding for all domestic flights out of Terminal 5 at Heathrow. The self-service boarding gates allow passengers to scan their own boarding cards to get on their flights.

Biometrics is also under a massive focus for American Airlines, the world’s largest airline when measured by fleet size, scheduled passengers carried, and revenue passenger mile. The carrier that handles 200 million passengers annually or an average of over 500,000 passengers daily, is testing biometric boarding at several airports for international departures and expects biometrics to be expanded throughout the next decade, to include the check-in process, security checkpoint and



domestic boarding. By this decade's end, it will be the exception for it to not offer the technology everywhere.

New York and New Jersey have invested in luggage screening equipment for both check-in and carry-on bags that use AI technology. This equipment has the capability to identify any concerning bags, quickly deliver them to an immigration/security agent for additional screening and then back to the aircraft or passengers. The equipment is expected to be introduced gradually by airports by 2025.

The existing security cameras in terminals will be replaced with high-resolution models. All of LGA and Terminal 1 at Newark will have these high-res cameras by 2022 and in JFK by 2025. Authorities are investing over US\$25 million in improving the Ground-Based Augmentation System (GBAS) at LGA and JFK.

This system guides an aircraft to the runway during bad weather and has technology that shows planes multiple paths to landing as opposed to a single path.

Delta, one of the largest airlines of the US with over 300 destinations in 60 countries on its network, is creating an AI-reliant machine that analyses massive operational data points from aircraft's positions to airport conditions. The machine uses these points to create hypothetical outcomes that give its employees the information they need to make decisions when flights are disrupted. They will be able to decide, based on data from the machine, how to best rebook passengers and which routes are best for whom. Passenger airport apps will increasingly have information on the weather; gate information; car parking and current security wait times. Several airports will also be equipped with

Geographical Information Systems (GIS) that give passengers maps to look for the nearest coffee shop or their departure gates, among other information. Singapore has introduced the Arrival Cards for passengers in its Visit Singapore app that helps visitors navigate the destination. Passengers can submit their disembarkation/embarkation cards electronically through the app up to 14 days in advance of their arrival in the city-state. American Airlines also wants to expand the functionality of its app to make it more self-serving. The AA app helps inform passengers if their flight is oversold and gives them the option to volunteer to change their flight in exchange for a travel voucher.

Innovations in UAE

In the Middle East, several innovations have been born out of the coronavirus pandemic and fierce competition. Dubai, home to the world's number one airport for international travellers and the world's largest international airline, boasts sanitizing robots to unmanned ground vehicles as it increasingly pushes for new, contactless technology. The region of 22 countries has become obsessed with digital health passports, new technologies and automation methods and is in the race to deploy digital solutions. The Middle East which connects millions of international passengers annually has the busiest airports including Dubai International, Doha International Airport, Abu Dhabi International, and King Khalid International Airport in Riyadh.

The International Air Transport Association (IATA), the trade body with 290 airlines in 120 countries as its members, says the Middle East carriers have a long way to go for deploying new technologies or improving infrastructure. Qatar Airways became the first airline in the Middle East to begin trying out the new IATA Travel Pass - Digital Passport mobile app - in partnership with the IATA. It allows the carrier to offer passengers a more contactless, safe experience.

