

viaDubai

Monthly Newsletter issued by Dubai Civil Aviation Authority

Issue 94 September 2022

Opening Doors 51 million visitors to UAE by 2030

**DXB remains
the world's
busiest airport**

**Abu Dhabi Airports
handles 6.3 million
passengers in H1**

**Dubai seeks
50,000 more
India-UAE seats**

**Modernize airport policy
frameworks**

Patrick Lucas
Vice President-Economics
ACI World

**The Convention on
International Civil Aviation:
United Arab Emirates reached
50 years of accession**

**IPP Air Cargo eyes
a fleet of 14
freighters**

**A new system to make
Ohio's skies safer for
drones**

**Atlanta Airport trial
self-driving robot
pods**

CONTENTS



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.



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.

General Supervision
Mohammed Abdulla Ahli

Coordinator
Balqis Aljunaibi

Marketing Manager
Fahed Mohammed

E-mail: viadubai@naddalshiba.com

Legal Disclaimer

The views expressed in the articles are of the writers and not necessarily belong to DCAA. We take all reasonable steps to keep the information current and accurate, but errors can occur. The information is therefore provided as is, with no guarantee of accuracy, completeness or timeliness. The DCAA or Via Dubai does not warrant or assume any legal liability or responsibility for the quality, accuracy, completeness, legality, reliability or usefulness of any information. Via Dubai does not endorse or recommend any article, product, service or information mentioned in the newsletter. Any perceived slight of any person or organisation is completely unintentional.

Advertise with us

Editorial, Production, PR & Marketing
Nadd AlShiba PR and Event Management



P.O. Box 182173 Dubai, U.A.E.
Tell: +971 4 252 7959
info@naddalshiba.com
www.naddalshiba.com



Message from the President Exceptional Performance

Ahmed bin Saeed Al Maktoum

4



Message from the Director General

Visionary leadership is the compass for our

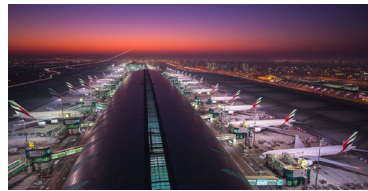
Mohammed Abdulla Ahli

5

UAE News

DXB remains the world's busiest airport

12



Dubai seeks 50,000 more India-UAE seats



13

UAE airline pilot salaries are among the world's highest

14



Gulf Air to start flights from RAK in October

15

AA orders 20 supersonic jets from Boom Supersonic

American Airlines has placed an order for up to 20 supersonic aircraft from Boom Supersonic, with an option for an additional 40 jets. American is the second major airline to bet on the return of ultra-fast air travel in just two years.



19



Saudis target a US\$100 billion investment in aviation

17

Cathay Pacific extends the 'Fly Greener' programme

Cathay Pacific has announced the extension of its carbon-offset programme 'Fly Greener' to its air cargo services. Fly Greener is powered by an integrated carbon emissions calculator.



26

Are hydrogen-fuelled flights going to be a reality by 2035?

A new report by the World Economic Forum and the University of Cambridge's Aviation Impact Accelerator has explored how aviation can achieve a true zero climate impact.



29



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.

Toll Free: 80083222
Contact number: +97147770000
Email: info@dcaa.gov.ae
Fax: +97142244573

DCAA website: www.dcaa.gov.ae
Working hours: Monday - Thursday (07:30AM to 03:30PM - GMT+4), Friday (07:30AM to 12:00 PM - GMT+4)
Location: Dubai International Airport, Terminal (1), Level (1), Gate no. (4), (Arrivals Side)
P.O. Box: 49888 Dubai - United Arab Emirates



Facebook: Dcaadubai



Instagram: Dcaadubai



Twitter: Dcaadubai



YouTube: Dcaadubai



LinkedIn: Dubai Civil Aviation Authority



Snapchat: Dcaadubai

Exceptional Performance



Dubai International Airport has maintained its exceptional performance during the first half of this year, as it handled 27.9 million passengers, a record increase of 161.9 per cent compared with the same period of 2021. This achievement had been possible despite the decrease in the DXB's handling capacity during the 45-day refurbishment works on the Northern Runway in May and June.

The total number of scheduled seats on international flights through the airport during August exceeded four million seats, thereby attaining the first position as the top international airport in seat capacity on scheduled international flights. This solid standing strengthened its presence as a global aviation hub that provides connecting flights to more than 200 destinations around the world.

We are currently preparing for a new phase of growth in our journey, with the start of the FIFA World Cup in Qatar from the third week of November for a month. This global event brings tens of thousands of football fans utilizing our airport that has worked its way to provide them with a wonderful travel experience.

The record achievements of our airport have come about due to several factors, most notably being the wonderful efforts by the management and all the stakeholders of this global facility, by consistently maintaining the quality levels of the distinguished services it provides to passengers.

We are constantly working to overcome the challenges facing the global aviation sector and find solutions for them as a rise in passenger traffic had been predicted during the remainder of the year. This brings a dynamic opportunity for us to deal with the vast multitude of passengers and enhance their confidence and loyalty to us.

Ahmed bin Saeed Al Maktoum

Visionary leadership is the compass for our success



The major achievements made by the aviation sector in the Emirate of Dubai since the beginning of this year, at more than one level, confirm the correctness of the vision of our rational government that has given this sector since 1960 when the first airport in the emirate opened, special attention given to its importance in supporting the economy and strengthening of Dubai's reputation as a global trade centre.

Hence, the major achievements of Dubai International Airport are not just a coincidence but rather the result of the right strategies and investments and tremendous efforts over the past years, which qualified it to occupy first place on the list of airports for international passengers for the eighth year in a row.

This is in addition to it occupying the top slot on the global list in terms of seat capacity. This indicates the absolute importance it embodies as a global aviation centre that provides connecting flights for millions of passengers to more than 200 destinations around the world according to the best options that serve the needs of its users.

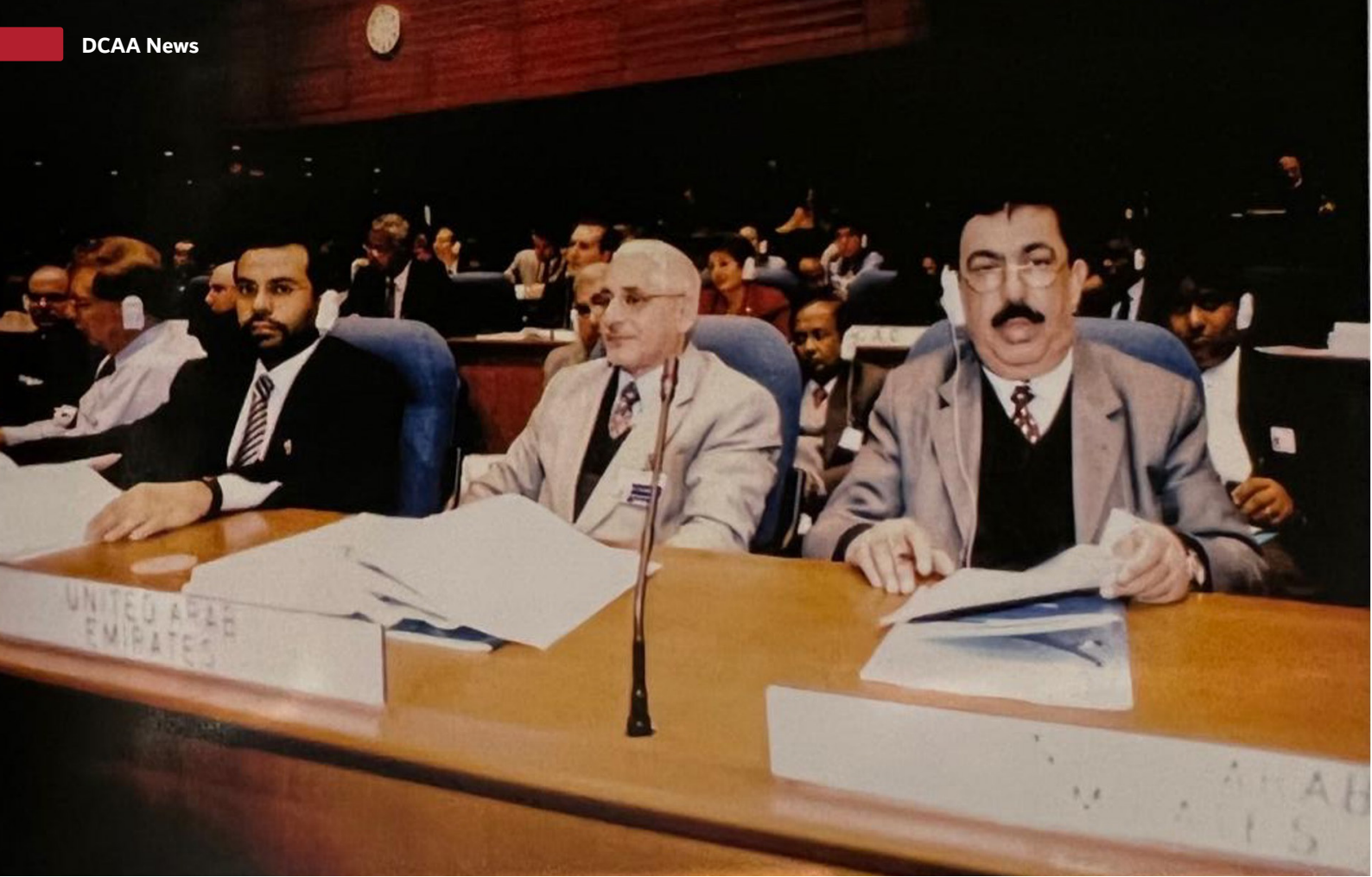
The tremendous efforts made by the management of both Emirates Airlines and flydubai, under the directives of His Highness Sheikh Ahmed bin Saeed Al Maktoum,

along with the efforts by the rest of the international carriers that depart from DXB, have contributed towards restoring confidence in the air transport industry and global logistics services.

Since the beginning of the pandemic when the air transport services were affected in most parts of the world, Dubai has provided unparalleled services that led to the continuation of supply chains to various countries of the world, and the safety of millions of passengers who crossed Dubai International Airport safely to their final destinations.

All these achievements by our aviation sector are the result of its secrets of success, foremost of which is the correctness of the decisions taken, along with advanced infrastructure, thoughtful investments, human competencies, and distinguished services provided to airlines and travellers to make their journeys through our airport enjoyable thereby enhancing their loyalty to the facility that bears the qualities of Dubai being distinguished and welcoming.

Mohammed Abdulla Ahli



The Convention on International Civil Aviation: United Arab Emirates reached 50 years of accession

The aviation industry in the United Arab Emirates has a rich history, commencing before its declaration as a Sovereign State on 2nd December, 1971. The Sheikdoms of the Emirates developed their own aviation industry, which played an important role in their respective economies. Through the vision and the guidance of the leaders, the aviation industry in the United Arab Emirates has grown to its present status, which is amongst the best aviation industries in the world.

Whilst developing the aviation sector, the Rulers of the respective emirates had been mindful of the international treaty obligations, even though they were not a State party to the international treaties. This is demonstrated by the facts, namely, when late Sheikh Rashid bin Saeed Al Maktoum established the Dubai International Airport Committee in 1966 and also created the Department of Civil Aviation by Decree dated 18th March 1971 to oversee international air transport operations in the Emirate of Dubai. In relation to international conventions,

it is said that late Sheikh Rashid bin Saeed al Maktoum had requested the Political Agent of the British Government at that time, to assume responsibility for civil aviation under the Convention on International Civil Aviation done in Chicago in 1944.

After the unification and the establishment of the Federation on 2nd December 1971, the Ministry of Communication of the Government of the United Arab Emirates (UAE) was assigned the subject of aviation and continued to be the Federal Government entity that supervised

aviation activities in the UAE, until the General Civil Aviation Authority (GCAA) was established in January 1996.

The UAE acceded to the Convention on International Civil Aviation - 1944 (known as the Chicago Convention) on 25th April 1972, which entered into force with respect to UAE on 25th May, 1972. It did not take much time for the UAE to accede to the Chicago Convention from the time of its establishment in December 1971. This demonstrates the importance of the aviation industry to the UAE and

also UAE's commitment to adhere to the international laws, standards and recommended practices.

During the past five decades, the respective emirates of the UAE have contributed immensely to the development of international civil aviation in a safe and orderly manner, creating friendship and understanding amongst the peoples of the world.

Reminiscing the gradual development of the aviation sector, we could be proud that we have enhanced our participation and contribution towards the development of the global aviation industry in many areas, such as, international cooperation, providing new infrastructure and facilities to facilitate international air transport, enabling connectivity through its airlines, ensuring safe and secure aviation industry, providing air navigation services and protecting the environment. The infrastructure in the UAE has been built and operated with modern and efficient equipment. The country provides connectivity through its seven airports, with Dubai International being ranked amongst the busiest airports for international passenger movements globally. The development of aviation related infrastructure demonstrates UAE's commitment to facilitate global connectivity between the continents through the UAE, onboard the world class airlines, such as, Etihad, Emirates, flydubai, Air Arabia etc. We have connected the world whilst maintaining highest standards of safety and security, which is amply



demonstrated by the International Civil Aviation Organization (ICAO) safety audits. There are over 100 scheduled carriers operating to the airports in the UAE. The UAE, in line with the provisions of the Chicago convention has signed over 150 air service agreements of which there are about 125 fully liberalized and/or open skies agreements entered into with ICAO Member States.

The UAE, represented through the GCAA, has added to ICAO's work through the Council as an elected member since 2007 for five consecutive years. UAE has also continued to be an active member of ICAO's Air Transport Regulatory Panel. The UAE delegates have worked tirelessly with the other Member States at the Air transport Conferences and the ICAO General Assemblies to develop the international policy framework.

The Dubai Civil Aviation Authority (DCAA), based on the vision of H.H. Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai,

has been in the forefront, supporting and assisting international Civil Aviation Organization in conducting conferences and symposiums in the region.


In pursuance of this vision and the guidance of H.H. Sheikh Ahmad bin Saeed Al Maktoum, DCAA sponsored a global symposium conducted by the ICAO, titled ICAO Global Symposium on Air Transport Liberalization, in 2006, a first of its kind to be held outside Montreal. It was a great success with about 400 participants attending the symposium.

The concept of 'ICAO Global Market Place for Air Negotiations of Air Service Agreements' was put forward by the ICAO Secretariat in 2003 at the Fifth Worldwide Air Transport Conference (AtConf/5) in order to discuss how ICAO could facilitate and assist states in the liberalization process. ICAO has developed the concept of 'one stop shop' approach as a solution, to avoid the need to travel and conduct numerous negotiations which could be a heavy burden financially, on the States.

DCAA took the challenge to host the conference in Dubai. Accordingly, ICAO held the first conference in Dubai in 2008. The conference altogether brought delegates from 27 states from Asia, Africa, Europe, Middle East and North America. In a short span of three days these States conducted more than 100 formal and informal meetings (an average of four meetings per delegation) which led to the conclusion and signing of 20 agreements. Meetings as well as other networking opportunities have helped to open doors to future cooperation and better relations.

We are committed to continue with our efforts to support the development of international civil aviation under the provisions of the Chicago Convention, for the benefit of the people and to preserve friendship and understanding amongst nations, whilst bearing in mind the importance of maintaining safe, secure and environment-friendly aviation industry.





Opening Doors 51 million visitors to UAE by 2030

The UAE is opening its doors to the world by implementing a new visa system as the Arab world's most diversified economy works to attract 51 million visitors by 2030. Throughout its modern history, the UAE has maintained a liberalized visa regime. Liberal visa policies played a key role in defining a good public perception of a welcoming destination.

As it entered the 21st century, the Arab world's most diversified economy had been issuing more than 100 different types of visas. The first major change to the visa regime came when Dubai opened itself to the world in May 2002 when foreigners were allowed to buy properties in Dubai, paving the way for massive multi-billion dollar property investments. The UAE has never looked back since those boom times and continued

revising and relaxing its visa regime, with Dubai playing an essential role, as the country grew its economic dynamism and vibrancy and global stature.

In November 2018 came the system of 10-year visas for investors, entrepreneurs, specialized talent and researchers in the fields of science, knowledge, and outstanding students. The following year, the authorities

introduced Golden Visas, a long-term residence visa, through which foreigners were allowed to stay, pursue studies, or work while owning 100 per cent of their business on the mainland. The openness went several notches up with the introduction of the Cultural Visa, a first of its kind in the world, with a 10-year residency and exclusive privileges. According to a study by Oxford Economics, the visa policy changes



highlights potential gains from liberalization.

The UAE government has started implementing new visa regulations including a new residency visa system that introduces several new categories of visas. This is one of the biggest overhauls of the visa residency system in history. The Federal Authority for Identity, Citizenship, Customs and Port Security (ICP) launched the trial run of the new Advanced Visa System that would come into effect on the third day of October.

As many as 10 new types of new entry visas and residence

permits were introduced along with expanding the Golden Visa categories. The new system is to attract and retain global talents and skilled workers from all over the world, boost the competitiveness and flexibility of the job market and foster a high sense of stability among the residents and their families. Under the exceptionally talented category, individuals in the field of art, culture, digital technology sports, innovation, medicine, law and others will be eligible to apply for the Golden Visa scheme. The 10-year visa will be awarded solely based on the talent of the individual. It will not depend

on educational qualification, employment status, monthly salary or professional status. However, the recommendation or approval of a Federal or local government entity will be required.

The Golden Visa for Real Estate Investors can be obtained by real estate investors when purchasing a property worth no less than AED2 million. Under the new amendments, investors are also entitled to obtain the Golden Residence when purchasing a property with a loan from specific local banks. Furthermore, the residence can also be obtained when investors buy one or more off-plan properties of no less than AED2 million from approved local real estate companies. Startup investors can now obtain a Golden Visa, provided their company is registered within the UAE and it should fall under the small and medium enterprises (SME) category with annual revenues of AED1 million or above. Students with exceptional academic excellence, having obtained high scores either in UAE secondary schools or universities are also eligible to apply for the 10-year Visa or the Golden Visa scheme. Furthermore, talented students who have studied at the world's 100 best universities are also eligible to apply for the Golden Visa scheme.

Major improvements in the Green Visa include new 5-year residence tracks, introduced mainly to attract talents, skilled professionals, freelancers, investors and entrepreneurs. In addition to facilitating and simplifying the requirements of all residence types, more benefits are being offered including, longer flexible grace periods that reach up to six months to stay in the country after the residence permit is cancelled or expired. The new amendments of the Green residence for skilled employees provide a 5-years residency period for skilled employees, without a sponsor or employer.

The new Green residence for freelancing and self-employment provides a 5 years residency for free-lancers and self-employed individuals without requiring a sponsor or employer in the UAE.

The new system provides more benefits to family members. A resident can now easily bring their family members, including their spouse and children to the UAE. Addition-ally, the age of children has now been raised to 25 years, (previously 18 years), and there is no age limit for unmarried daughters. Children of determination are granted a residence permit, regardless of their age. The Green Residence holder is allowed to bring his first-degree relatives, and in all cases, the residency of family members shall be the same duration as the original residence holder. The Job Exploration Visa has been introduced to attract young talents and skilled professionals to explore job op-portunities available in the country. The visa does not require a sponsor or a host.

The Business Entry Visa allows investors and entrepreneurs to



explore business and investment opportunities in the UAE. The visa offers easy entry processes, without the requirement of a sponsor or host. Besides a regular Tourist Visa, sponsored by the tourism establishment in the UAE, a five-year multi-entry tourist visa

had been intro-duced. This type of Tourist Visa allows a person to stay in the UAE for up to 90 days and can be extended for a similar period, provided the entire period of stay does not exceed 180 days in one year. The five-year multi-entry tourist visa does not require a sponsor. Visitors of any nationality can avail of the five-year, multiple-entry tourist visa to the UAE. This visa allows tourists to enter the UAE multiple times on self-sponsorship and stay for 90 days during each visit. Holders may also extend the visas for additional 90 days without leaving the country.

Disabled children can also get parent sponsorship under a special permit, and unmar-ried females can be sponsored for an indefinite time. Visitors who have a temporary work assignment like probation testing or project-based mission, and are sponsored by the employer can apply for the entry permit for a temporary work mission. The entry permit for study and training is primarily intended for those attending training and study courses





or participating in internship programs. The sponsor for this type of permit can be universities or educational or research institutions licensed in the country or government or private entities. The new Visit Visa will allow a stay of 60 days as against 30 days earlier.

In addition to the regular tourist visa that is sponsored by tourism establishments in the UAE, a five-years multi-entry tourist visa is introduced. This much-awaited entry permit will allow tourists to explore the UAE more deeply. This new visa will not require a sponsor. The requirements are that the applicant should have a bank balance of \$4,000 (or equivalent amount in other currency) during the 6 months before the visa application. People can stay for 90 consecutive days in the UAE and the only condition is that the stay should not exceed 180 consecutive days in a year.

Major-General Suhail Saeed Al Khaili, ICP's Director-General, says the Federal law regulates the entry and residence of foreigners

come at such a critical juncture as the Arab world's second-biggest economy with US\$359 billion GDP in 2020, picks up the lost pace of life and business momentum. The new updated system streamlines the processes, controls and procedures, supports providing pioneering services, and meets the future needs of all residents and visitors. The updated visa system will help drive sustainable development and economic diversification by attracting skilled manpower and exceptional talents to the country.

The Advanced Visa System has several residency types to cover all segments of investors, entrepreneurs, scientists, specialists, high-achieving students and graduates, humanitarian pioneers, frontline workers and skilled labour in all fields. The authorities are taking necessary measures to ensure the successful implementation of the new visa system in record time. The Advanced Visa System offers new advantages to Golden Visa holders, which include the visa remaining valid regardless of the

time the holder spends outside the UAE. It also removes the limit on the number of sponsored domestic labourers, along with enabling family members to stay in the country during the validity period of the visa in the case the sponsor (holder of the Golden Visa) dies. The new system allows entry into the country for an array of purposes with flexible visit periods and easy renewal for up to one year, without a sponsor requirement.

The ICP has trained the frontline staff including the Bachelor of Citizenship, Residency and Ports Law, the first of its kind in the world, from the Emirates Academy for Identity and Citizenship. The sweeping changes are coming as the experts have predicted the years leading to 2030 would be the most defining for the country. By 2030, the UAE, sitting at the East and West crossroads, with two-thirds of the world's population within an eight-hour flight or less, has committed to the goal of attracting over 51 million visitors annually.

DXB remains the world's busiest airport

Dubai International (DXB) has remained the world's busiest international airport in August, data showed. With over 4.1 million seats, the airport was well ahead of London Heathrow at 3.4 million seats, according to the aviation data firm OAG.

London Heathrow, which took second place, saw its capacity drop four per cent in August from the month before. Amsterdam (3.15 million seats), Paris CDG (3.14 million), Istanbul (2.9 million), Frankfurt (2.9 million), Doha (2.2 million), London Gatwick (2.094 million), Singapore Changi (2.089 million) and Madrid (2.012) completed the top 10. Dubai-Riyadh, Mumbai-Dubai, and Dubai-London Heathrow were also among the top 10 busiest global

international airline routes in August, with 301,568, 235,710 and 227,450 seats, respectively. Kuala Lumpur - Singapore Changi with 325,350 seats was the busiest. Within the Middle East region, Dubai International dominated the rankings, with Dubai-Riyadh, Mumbai-Dubai, Dubai-London Heathrow, Dubai-Jeddah, Delhi-Dubai and Bahrain-Dubai being among the top 10 routes. Dubai International's half-yearly traffic stood at 27.9 million passengers, a 161.9 per cent

jump compared to H1 2021. DXB achieved the milestone despite a significant reduction in capacity resulting from the 45-day closure of its northern runway in May-June for a major refurbishment project. DXB recorded 14.2 million passengers in the second quarter of 2022, a year-on-year jump of 190.6 per cent. Dubai Airports readjusted upwards its annual forecast for 2022 to 62.4 million passengers.

Source - Gulf News



Dubai seeks 50,000 more India-UAE seats

The UAE has stepped up pressure on India to increase seats between the two countries by another 50,000 per week. The Dubai Civil Aviation Authority's Director-General Mohammed Abdulla Ahli asked India to allow Amritsar, Tiruchirapalli, Coimbatore, Kannur, Goa, Bhubaneswar, Guwahati and Pune to become additional points of call for Dubai carriers. If approved, these would be among the most lucrative routes for the UAE carriers. The Indian carriers are vehemently opposing more seats for the Gulf airlines. The UAE's flagship carrier, Emirates, already operates the most profitable routes between India and the UAE. The airline presently operates from nine cities - Delhi, Mumbai, Ahmedabad, Bengaluru, Chennai, Hyderabad, Kochi, Kolkata, and Thiruvananthapuram. Earlier, Emirates President Tim Clark had brushed aside opposition from Indian carriers and asked the Indian government to open up more routes. He said India and UAE have



taken a series of steps to further promote trade and commerce as well as cooperation in various areas. The current seat capacity of 65,200 seats was established vide the terms of the MoU between our respective Governments in 2014. In the past seven years not only has there been very strong growth in passenger and freight between Dubai and India, but also both countries have been at the forefront of major developments

in aviation. The Emirati officials requested India to 'consider' calling for a bilateral meeting to explore the possibility of enhancing capacity and services between Dubai and India further. Seats are allocated between countries by giving bilateral rights that allow each other's airlines to operate services with a specific number of seats.

Source -The New Indian Express

Abu Dhabi Airports handles 6.3 million passengers in H1

The operator of Abu Dhabi's five airports handled nearly 6.3 million passengers in the first half of 2022. Abu Dhabi Airports also revealed 94,538 flights had been dealt with between January and June. Data showed Abu Dhabi International, the city's largest

airport, experienced a 94 per cent increase in the number of scheduled passenger flights compared to the first half of 2021. The top five countries in terms of passenger volumes at Abu Dhabi International Airport during the first six months of this year were India, Pakistan,

the UK, Saudi Arabia, and Egypt, respectively. Meanwhile, London Heathrow, Delhi, Mumbai, Cochin, and Cairo were the top five destination airports. Abu Dhabi International also handled 297,549 tons of air freight during the first half of the year, highlighting the UAE's key strategic location as a cargo- and freight-handling hub in the region. The resumption of regional and global markets and the successful efforts of airlines to accommodate demands safely and effectively have been instrumental to achieving these figures. Looking ahead, it aims to continue building on this success throughout the second half of 2022.

Source - Aviation Pros



UAE airline pilot salaries are among the world's highest

The UAE airlines are offering the best pay and cost of living packages for their pilots, which makes it unlikely for regional or international carriers to poach them. "Airlines here are already offering a great compensation and living package to those with wide body-aircraft experience, and experience with an international route network," says Maximilian Buerger, MD of AFM.aero and Aviationfly.com, which are two pilot training platforms. "I do see airlines increasing their focus on re-activating or developing their pilot training programs to train the next generation of pilots and create a pilot supply pipeline for themselves." The Middle East is expected to face a pilot shortage as early as the end of 2022. This is because of a further spike in air travel even as pilot numbers decline due to a combination of past layoffs and a falling number of newly certified pilots and retirements. According to the consultancy Oliver Wyman, the regional shortage will reach an estimated 3,000 pilots by 2023 and 18,000 by 2032 if



no accelerated mitigation actions are taken. The Middle East carriers were one of the first to rehire/hire pilots compared to other regions, which meant they could hire quite a few very experienced unemployed pilots who in their own country did not find work. According to current estimates, an Emirates airline captain, who flies the Airbus A380 and the B777, would earn a basic salary of AED42,695 and

a housing allowance of AED16,075 plus average flying pay. In total, the person in that role earns more than AED58,000 per month. The US, which is the world's largest aviation market, is facing possibly its worst staffing shortage in history and airlines are offering everything from higher pay to financial backing for trainee pilots.

Source - Gulf News

Aviation University courses gaining wider acceptance

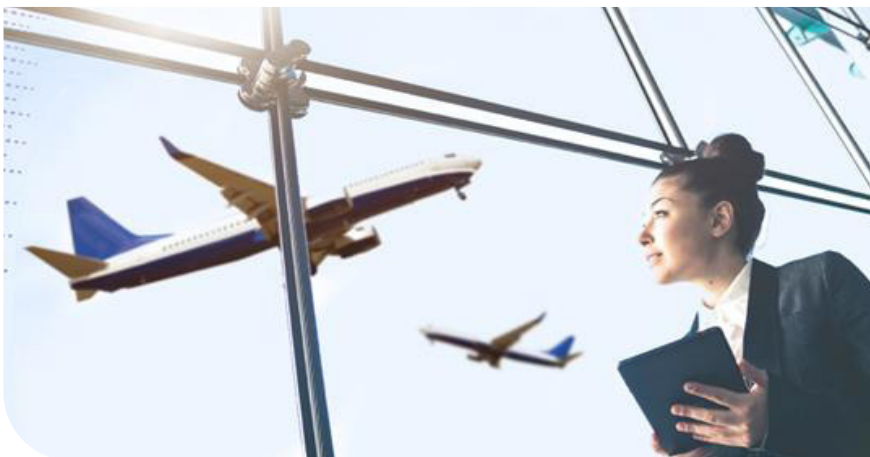
With air travel demand rebounding as countries reopen to international visitors, aviation university courses in the UAE are recording an increase in

the number of applicants amid a global labour shortage in the sector. Emirates Aviation University (EAU), part of Dubai's Emirates Group, received 2,981 applications for its

undergraduate programme for the 2022-2023 academic year, exceeding pre-pandemic levels of 1,638 in 2019-2020. This year it had a large number of applications - it is higher than any year before. A total of 350 undergraduate students enrolled for the new academic year.

Another 250 postgraduate students are currently enrolled and registration has started for the next term that starts in late September. The global aviation industry is struggling with a staffing shortage across all areas of the business, from pilots to baggage handlers, ticket agents, flight attendants and aircraft mechanics.

Source -The National





Gulf Air to start flights from RAK in October

Gulf Air, the national carrier of Bahrain, in coordination with Ras Al Khaimah International Airport, will commence scheduled services to Ras Al Khaimah on October 3. The service will commence establishing a year-round scheduled operation between the two airports connecting the Emirate of Ras Al Khaimah beyond Bahrain to regional and international destinations on Gulf

Air's global network. Chairman of the Board of Directors of Gulf Air Zayed R. Alzayani said we look forward to adding Ras Al Khaimah to our network of seaside destinations and increasing our UAE points to three, with Abu Dhabi and Dubai. We signed on the commencement of services to proceed with operations to Ras Al Khaimah, and I am confident our passengers will be impressed with

all the facilities and services Ras Al Khaimah International Airport has to offer, he said. Ras Al Khaimah is the third destination on its growing UAE network. This agreement expands Ras Al Khaimah International Airport's airspace by introducing multiple destinations from East to West.

Source -Khaleej Times

Al Bateen Airport reopens after runway upgrades

Al Bateen Executive Airport in Abu Dhabi - the only dedicated executive airport in the Middle East - has been reopened after the successful completion of upgrading its runway to handle larger flights among other works. In May, Abu Dhabi Airports announced the temporary closure of Al Bateen Executive Airport – an exclusive business aviation airport. In less than 90 days, the expansion work was completed, which involved the resurfacing and widening of the existing 3.2-km-runway to accommodate wide-body aircrafts, in addition to a substantial new boundary wall, upgraded ground lighting, enhanced signage and

landscape. Another major part of the work completed was the upgrade and the refurbishment of the airfield ground lighting at Al Bateen Executive Airport, authorising the airport to operate code 4D aircrafts. The major refurbishment project will allow the airport to cater to increased operational demand while meeting the highest levels of safety, compliance, and accreditation. The project, held in close cooperation between the General Civil Aviation Authority (GCAA) and Abu Dhabi Airports, followed all the necessary regulatory frameworks to ensure the highest level of compliance. All the necessary approvals were received without delay. The upgrades

to Al Bateen Executive Airport will result in several tangible benefits such as increased airport capacity to accommodate larger aircrafts, extending the lifetime of the runway and decreasing maintenance time and cost." As part of the refurbishment process, over 105,000 tonnes of asphalt were used on varying areas of the runway, including its shoulder areas and taxiways, amounting to approximately 240,000-square-metres. A further 23-km of cable was laid down, in addition to 15.5-km of duct and the installation of over 400 new manholes.

Source - Khaleej Times

ME airlines to face a pilot shortage

The global aviation sector will continue to grapple with a shortage in pilots between 2022 and 2024, with the Middle East one of the first regions to experience the impact, according to a new report. A regional shortage could start as early as the end of this year, according to a study by global consultancy Oliver Wyman. Unless speedy action is taken to mitigate the impact, this could reach a shortage of 3,000 pilots by 2023 and 18,000 by 2032. The surge in demand for air travel coincides with a declining supply of pilots in the Middle East region — due to a combination of layoffs during the pandemic, a falling number of newly certified pilots and retirements.

The global aviation industry is expected to be short of nearly 80,000 pilots by 2032, in the absence of a downturn in future demand and

despite “strenuous” efforts by the sector to bolster the supply of pilots, the study said. Boeing recently raised its 20-year global demand forecast for commercial airline pilots and other aviation workers by 3.4 per cent from 2021, as air travel recovers from the pandemic with the fleet expected to double during the period. The US aeroplane maker now projects a need

for 602,000 pilots globally to safely support the recovery in commercial air travel and staff the world fleet over the next two decades, according to its 2022 Pilot and Technician Outlook. About 53,000 new pilots will be needed in the Middle East during the period, according to the outlook.

Source - The National



Vistara becomes the sixth airline with Mumbai-Jeddah flights

Vistara has begun flying to Saudi Arabia, the second country in the Middle East that it serves after the UAE. It started last month in Mumbai in Jeddah, the 12th-largest market between India and the Middle East. In 2019, it had 360,309 roundtrip passengers, or nearly 500 passengers

daily each way. The 2,190 miles (3,524km) between Mumbai and Jeddah now has another operator. Vistara runs on Tuesdays, Tuesdays, and Saturdays, with its first flight on August 2nd. It is scheduled as follows, with all times local. It uses 164-seat A320neos on the route, the

lowest number of seats of any aircraft type or variant in its fleet. These have eight business class seats, 24 in premium economy, and 132 in the economy. Vistara is the sixth airline on the airport pair. It joins Air India, Air India Express, IndiGo, Saudia, and SpiceJet. According to OAG data, the Middle East has just 15 per cent of Vistara's international flights this month. In contrast, the Middle East is overwhelmingly the leading international region for IndiGo (72 per cent), SpiceJet (70 per cent), and Air India Express (96 per cent). Then there is Air India (50 per cent) and GoFirst (50 per cent). Mumbai-Jeddah is only Vistara's second route to the region. It joins Mumbai to Dubai, which launched in August 2019. However, it has previously served Delhi to Dubai, Doha, and Sharjah, and Mumbai to Doha and Sharjah.

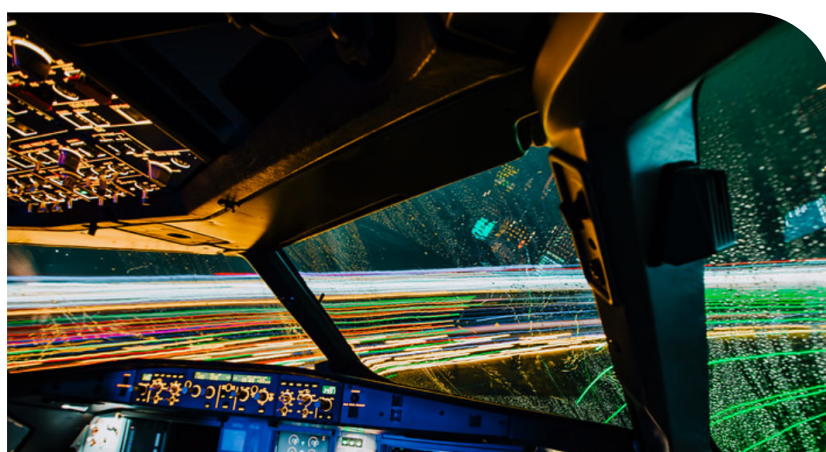


Source- Simple Flying

Oman Air relaunches A330 flights to Moscow

Oman Air is returning to Moscow after an absence of two years. It is not subjected to sanctions. It comes soon after Emirates revealed more flights between Dubai and Moscow, increasing from 2x daily to 17x weekly. The Oman flag carrier will begin Muscat to Moscow Sheremetyevo on October 30th, the first day airlines in the Northern Hemisphere switch to winter schedules. It is now bookable. According to Cirium, it'll use 289-seat A330-300s, with 24 seats in business and 265 in the economy. Running 4x weekly, the schedule is as follows, with all times local. Oman Air served Moscow until September 2020. Oman Air previously flew to Domodedovo and it will now fly to Sheremetyevo – Aeroflot's main hub and a SkyTeam hub. Oman Air is due to become a Oneworld member in 2024. Oman Air launched Moscow in October 2018. Looking ahead to this winter, Cirium indicates that there will, as of August 22, be 2,610 departing flights from the Middle East to Moscow. That means 63 per cent of services in pre-sanctions and pre-pandemic winter 2019 will be available. The almost full absence of Aeroflot is, of course, a major reason for it not being higher. There are up to 10x daily flights from Dubai, the highest number ever. If routes from nearby Sharjah and Abu Dhabi are added, there are up to 14x daily.

Source - Simple Flying



Saudis target a US\$100 billion investment in aviation

The Kingdom of Saudi Arabia has plans to host at least 300 million passengers and five million tonnes of freight by 2030. The oil-rich country considers air transport vital for socio-economic growth. Recognizing its vast importance and diverting from oil, the Kingdom has laid out a unique transformative socio-economic reform blueprint known as Vision 2030. Part of the blueprint includes a commitment to invest US\$100 billion into its aviation sector by 2030. The investment is expected to come through a combination of private and public funding and will be used to upgrade the air traffic infrastructure. Currently, air traffic services within the airspace are provided across more than 25 existing airports by the Saudi Air Navigation Services (SANS). With big airspace, the Kingdom is looking to join the global air traffic management movement by incorporating modern technologies. SANS has entered into a partnership with Indra to introduce the Middle East's first virtual air traffic control tower, which will remotely manage arrivals and departures on the runways of Al Ula International Airport.

Part of the US\$100 billion investment will also go into launching a new national

carrier, though not as a direct competition to the Kingdom's current national carrier, Saudia. While Saudia is based in Jeddah, the gateway for religion, the new airline is planned to operate out of King Khalid International Airport in Riyadh, the business hub of the Kingdom. To ensure that both national carriers will rank highly among the world's best airlines, the investment will also go into upgrading all facilities and infrastructure within the airports in Jeddah and Riyadh to make them the leading hubs within the Middle East. Last year, German-based Volocopter partnered with Saudi Arabia to develop electric vertical takeoff and landing (eVTOL) flight operations for a planned smart city known as Neom. With the first phase scheduled for completion by 2025, Neom will be located on the Red Sea in the northwestern corner of Saudi Arabia and is set to be an utterly emission-free city focused on sustainability. However, this idea cannot rely solely on eVTOLs. The Kingdom is looking to invest more into sustainable aviation, such as the possibility of hydrogen-electric powered Cessna Caravan seaplanes to shuttle passengers across Saudi Arabia.

Source - Simple Flying

Qantas and Air New Zealand to get a boost from foreign airlines

Qantas and Air New Zealand, citing lower international airline capacity in their respective home markets, anticipate a strong revenue environment as travellers return to nations in the southern hemisphere. Qantas, the larger of the two, expects industry capacity in Australia to lag 2019 levels through its 2025 fiscal year. The carrier's domestic business is already profitable and it is "very optimistic" that international will return to the black in the current fiscal year. Australia will have "had five years of growth in the economy since 2019 and it expects that international industry capacity will only return to pre-pandemic levels in 2025. Air New Zealand sees much of the same — high international demand on limited capacity — but is less optimistic about its duration. The carrier expects international industry capacity in New Zealand to remain constrained and below demand through at least the end of its current fiscal year which ends in June 2023. Qantas, which has firm orders for three Boeing 787-9s will see them arriving beginning June 2023.

Source - Airline Weekly



British Airways to cut 10,000 winter flights

British Airways will cut roughly 10,000 short-haul flights to and from Heathrow Airport between late October and March 2023. The move is aimed at minimising disruption over the winter and some long-haul flights will also be affected. The carrier will also cut a dozen round trips per day - totalling 629 flights - until the end of October. London Heathrow, which is BA'S main hub, has capped passenger numbers flying from the airport due to staff shortages. Airports and airlines, which cut jobs during the height of Covid restrictions, have found it difficult to recruit enough staff as demand for holidays has returned. Heathrow has struggled to cope

with rising passenger numbers and issues with its baggage handling systems caused long delays in returning luggage. The airline had been expecting to operate an average of 290 round-trips per day from London Heathrow over the winter. Its total capacity for the winter schedule will be reduced by eight per cent. British Airways is the largest operator at Heathrow, and earlier this month suspended sales of tickets on short-haul flights from the airport for two weeks. This is to avoid exceeding its share of the airport's 100,000-per-day passenger limit.

Source - BBC

American Airlines to eliminate first class product

American Airlines, the last remaining US airline to offer a true first-class product, has plans to phase out the product. There are only two aircraft models in its fleet that have a Flagship First cabin. First-class cabins are no longer common in the US, and many parts of the world. Airlines have swapped first class cabins for business class seats, which are smaller but also lie flat. The airline's Airbus A321T aircraft which are used on select transcontinental routes have 10 first-class seats. Its Boeing 777-

300ERs have eight Flagship First seats. The Flagship First class is only offered on aircraft that also have the Flagship Business class, which is located behind first. American has plans to introduce a new long-haul business class product on the new deliveries of Boeing 787 Dreamliner aircraft in 2023, and the new product will also be installed on Boeing 777-300ER aircraft in the fleet. The airline expects to begin taking deliveries of the A321XLR aircraft in 2024.

Its regional operator Air Wisconsin would be joining the American Eagle family by March 2023. Tickets for Air Wisconsin-operated flights for American Eagle are expected to go on sale in the coming months, with operations commencing in March of next year. Air Wisconsin has a fleet of CRJ200 aircraft, some of the last remaining 50-seat passenger aircraft in the US.

Source-Simple Flying

AA orders 20 supersonic jets from Boom Supersonic

American Airlines has placed an order for up to 20 supersonic aircraft from Boom Supersonic, with an option for an additional 40 jets. American is the second major airline to bet on the return of ultra-fast air travel in just two years. The amount of money exchanging hands had not been disclosed, but American said the deposit on the 20 initial aircraft was nonrefundable. That agreement is subject to change depending on the outcome of American safety testing and also Boom's ability to deliver on its promises despite never having built or flown a full-scale supersonic jet before. According to American, "Boom must meet industry-standard operating, performance and safety requirements as well as American's other customary conditions before delivery of any overtures." If Boom's Overture jets pass inspection, the plan is for them to be rolled out in 2025, fly in 2026, and are expected to carry



passengers by 2029. At that point, Boom claims its supersonic jets will eventually be able to travel from New York to London (normally a seven-hour flight) in just 3.5 hours or Los Angeles to Sydney (typically a 15-hour trip) in six hours and 45 minutes. The boom has said that tickets could cost as much as US\$5,000 per seat, but American didn't reveal any pricing information. The company has a deal to deliver 15 jets to United

Airlines, with the option for an additional 35 aircraft depending on safety testing. The company has raised US\$270 million in funding and fielded preorders from Virgin Group (which is also working on its supersonic jet) and Japan Airlines. Boom had already revealed its updated design for its Overture aircraft, including an extra engine, a contoured fuselage, and gull wings.

Source - The Verge

Malaysia Airlines to retire A380 fleet by year-end

Malaysia Airlines has made known its desire to be rid of the Airbus A380. Captain Izham Ismail, Group Chief Executive Officer of Malaysia Aviation Group, said

there is no plan to bring back the A380. Indeed, by the end of 2022, it is hoped all six will leave the fleet. It seems that Malaysia Airlines will not be joining the likes of Lufthansa

and Qatar Airways in undoing its decision to remove the A380 from its fleet. According to data from FlightRadar24.com, all six have been undertaking regular flights to nowhere, approximately once every three months, from their parking spots at Kuala Lumpur Airport. Malaysia Airlines doesn't want just to scrap its A380 fleet. After all, these aeroplanes are not leased – they are owned by the airline and are estimated to be worth US\$240 million, according to ch-aviation.com. Malaysia Airlines had ordered the A380 in January 2003, firming that order for six aircraft in December the same year.



Source - Simple Flying

UAE to see Chinese tourists influx by 2023

The UAE is projected to see the return of Chinese tourists in the next six to 12 months, says tourism analysts. The expected surge in visitor numbers, which reached nearly a million in Dubai in 2019, will be on hold until there is a further easing of the People's Republic's zero-Covid policy restrictions. Hoteliers, real estate figures and government officials said the reopening of China, one of the region's most important source markets, would bring a tourism boom to the Emirates and the wider Middle East. Dubai anticipates the rebound from one of its top international feeder markets, China, will be swift and robust once travel restrictions are further eased. Further relaxation of China's pandemic restrictions would lead to an immediate surge in visitors to the UAE. Beijing has cut the ultra-strict 21-day isolation period to 10 days for arrivals. For now, travel is effectively off limits for all but the most essential business and diplomatic journeys. In June, Etihad Airways resumed flights to Beijing and Emirates airline will increase its Dubai-to-Guangzhou service to twice weekly from August 3 — the latest indications that the travel corridor between the two countries is opening up again. In the years before the pandemic, Chinese tourists visited the UAE in droves. Dubai welcomed almost 17 million

Source - The National



Jordan triples its tourism revenues



The Hashemite kingdom received US\$2.87 billion in revenue from tourism during the first seven months of 2022, an increase of 204.5 per cent. More than 2.5 million foreign tourists visited Jordan during the period. Tourism accounts for about 20 per cent of Jordan's gross domestic product. Tourists visit Jordan, which boasts more security and stability than several of its neighbours, from around

the world. Several Emiratis and other Arab Gulf nationals and expats come to Jordan in the summer to escape scorching temperatures in their own country, for example. There are also many visitors from Europe and the US. Jordan's overall economy had been severely hurt by the country's harsh lockdowns against the pandemic in 2020.

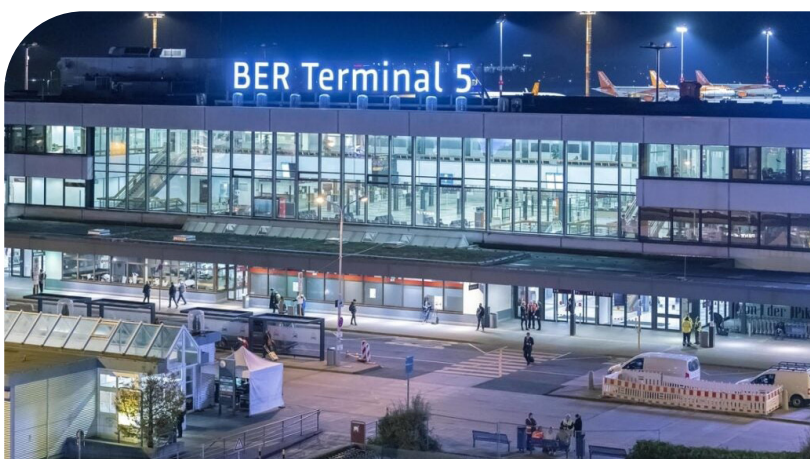
Source - Al Monitor

Thailand launches digital travel pass

The Tourism Authority of Thailand (TAT) has launched the TAGTHAi Pass, a digital travel pass to bolster the tourism industry that went off track due to the pandemic. AIS, TRUE, Kasikorn Bank, ThaiBev and Dusit Thani are its partners. The pass provides an added sales and distribution channel to create opportunities for tourism operators to earn income by gaining more access to travellers worldwide and also provide travellers with a convenient tool when travelling in the country. Travellers can use the pass from the TAGTHAi application, available on both iOS

and Android. The application is a one-stop tourism service platform for travelling in Thailand, providing travellers with a travel pass, travel tips and emergency contact service. The pass allows tourists to access a variety of selected tourism services, especially those recommended by locals, including attractions, restaurants, massage and spas and unique local activities. The all-in-one travel pass gives travellers the benefits and offers that can be redeemed by scanning the unique QR code on the application.

Source - Breaking Travel News



Berlin Airport passengers queue virtually for security

Berlin Brandenburg Airport has taken an innovative approach to resolve the queuing crisis plaguing airports across Europe by implementing a new virtual queuing program for security. Developed by Copenhagen Optimisation and CLEAR, the free virtual queuing program, BER Runway, will allow travellers to plan, cutting waiting times through a designated time slot to breeze through security. “BER Runway offers our passengers an attractive, free service. It allows them to plan their stay at the airport more reliably and make their journey less stressful,” noted Thomas Hoff Andersson, Managing

Director of Operations at the airport. “The BER Runway is also an important step on the way to further digitizing operations at our airport. This will enable us to further optimize all processes in the interests of our passengers in the future.” Reservations open 72 hours before flights on BER Runway’s dedicated website, with passengers able to select a slot that suits their needs based on flight time and group size. Slots are available starting at least 60 minutes before inter-Schengen flights and at least 90 minutes for non-Schengen flights.

Source - Simple Flying

Bristol had the ‘fastest recovery’ of any UK airport

Bristol Airport has had the ‘fastest recovery of any UK airport’. Its Chief Operating Officer, Graeme Gamble, said there had been a strong increase in passenger numbers in the past months and we are rapidly approaching pre-pandemic passenger levels. With Bristol Airport seeing the fastest recovery of any UK airport, the strong travel demand demonstrates the continued customer confidence in travelling abroad, he said. The officer says hundreds of new workers had been recruited through a series of jobs fairs, and ‘surge teams’ had been put in place to be deployed at short notice during busy times. To avoid delays, passengers have been advised to check in online, arrive a minimum of two hours before their flight and have items like boarding cards and passports ready.

Bristol has been among many UK airports to experience disruption including flight delays and cancellations, as the travel demand returned after the pandemic.

Source - BBC

CDFG to operate Chengdu Shuangliu airport’s duty-free

The world’s number one travel retailer China Duty-Free Group (CDFG) bagged the duty-free retail contract at Chengdu Shuangliu International Airport in Sichuan province after an open tender. CDFG and Sichuan Airport Group plan to leverage their respective strengths to create a joint venture company to operate the airport’s arrivals and departures duty-free stores. The two companies pledged to develop a world-renowned, first-tier airport

flagship duty-free offering. The announcement is a timely fillip to CDFG’s parent company China Tourism Group, which begins trading on The Stock Exchange of Hong Kong after a successful Global Offering secondary listing. The group already trades on the Shanghai Stock Exchange. China Duty-Free Group plans to create a world-class offering at the four-level international aviation hub, located in the southwest of Chengdu, Sichuan province, about

16 kilometres away from the city centre. Chengdu Shuangliu International Airport is operated jointly with its sister airport Chengdu Tianfu International Airport, where CDFG already operates the duty-free business. The two airports served 12.74 million passengers from January to May this year, ranking them collectively the busiest in China.

Source - The Moodie Davitt Report

Modernize airport policy frameworks



Patrick Lucas

Vice President-Economics
ACI World

At the 41st ICAO Assembly this month-end, the ACI will be sharing its key advocacy positions as the meeting establishes its worldwide policy for the upcoming triennium. The ACI has been working diligently to prepare its advocacy positions and engagement strategy to represent its members' needs at a crucial junction in time.

Responsive airport charging schemes for passengers, airlines and other stakeholders that incentivize more efficient economic behaviour, minimize waste and maximize choice are vital for the travelling public. The oversight of airport charges should not be confined merely to the coverage of historical costs but also responsive to market needs for the efficient use of infrastructure.

These charges should provide incentives for prioritizing uses of existing capacity, for signalling when the market needs and can pay for additional capacity, for signalling changes in behaviour to mitigate external impacts such as noise and environment, and for increasing connectivity via incentives. Such charging schemes support aircraft operators in allocating their capacity efficiently to their valued uses.

The underlying problem in several regulatory frameworks resides in the often-taken assumption that airport market structures are monopolistic and airport operators necessarily conduct themselves as such. The belief that airports are monopolies and would inevitably charge higher prices to users of infrastructure if left to their own devices is a fallacy in many jurisdictions.

Aeronautical charges, which in most cases are regulated, are vital revenue streams for airports – they represented 54 per cent of all airport revenues worldwide during 2019. It is crucial for infrastructure development. Ensuring that existing infrastructure is used efficiently and that funding for additional capacity to meet future infrastructure needs is attained, fosters the socio-economic gains associated with air transport.

A study by the Air Transport Action Group (ATAG) found that airport infrastructure investment of US\$100 per capita between 2010 and 2019 was associated with nearly 50 more air arrivals per capita. Airport capital investments enable increases in capacity and connectivity, representing a key ingredient in long-term economic growth. Airport charges policies need to evolve in favour of passengers who are at the centre of the aviation ecosystem.

The government policies toward airport charges have not evolved and are now resulting in economic distortions and inefficiencies. Charging policies were originally set in an era where the economics of the aviation sector was dramatically different from what they are today. Regulators have an important role to play in monitoring competition in both airport and airline markets – as opposed to price determination. Serving the travelling public through policy tools that incentivize much-needed capital investments, enhance connectivity, and ensure existing infrastructure is used efficiently is a key consideration for public policy.

Edited excerpts from a blog

Safe integration of drones and AAM into airspace

Sixty years ago – when President John Fitzgerald Kennedy sat in the Oval Office – the idea of futurism picked up speed. The jet age began. The space race was underway. And the idea of flying cars created an impression in people’s minds while inspiring a generation. Many years have passed, but the notion of flying cars never left America’s imagination.

This idea will be realized. Advanced Air Mobility – AAM – is the next addition to the world of aviation. AAM has the potential to achieve the vision to enable more transportation options that are more efficient, more sustainable, and more equitable.

When it comes to exciting new technologies like AAM, our mission is to constantly advance our outstanding level of safety, without stifling the innovators.

We aim to be a gateway, not a hurdle. The FAA has a comprehensive integration strategy for drones and AAM. We’re working with the AAM industry to develop consensus safety standards for these technologies.

We must have a standard set of rules for operations beyond visual line of sight – BVLOS – where you no longer have eyes on the drone. This would enable operations for things like routine package deliveries, infrastructure inspections and agriculture spraying and inspection.

We’re working to make these kinds of operations routine, scalable and economically viable. As you can imagine, this is a huge collaborative effort. We are also partnering with more than 20 companies to safely

advance complex drone operational capabilities.

The FAA is currently reviewing recommendations from an aviation rulemaking committee on how to enable safe, routine, BVLOS operations. All of these efforts are enabling us to execute an integration strategy for new airspace entrants in which the more complex or higher the risk of the operation, the higher the level of safety that needs to be achieved.

AAM could eventually be a more equitable form of transportation. Two companies are expected to earn FAA certification for their vehicles as early as 2024. We’re looking at every aspect of this enterprise – the vehicle itself, the framework for operations, access to the airspace, operator training, infrastructure development, and community engagement.

The FAA is working to establish operational rules and pilot training standards. And we’re looking at how to best integrate these new vehicles into the national airspace system. We’re modifying our regulatory approach to enable powered lift operations including the certification of powered-lift vehicles and the pilots who operate them. As with all aspects of aviation that came before, this new era will be an evolution, where advancement to the next step will be based on safety.

Edited excerpts from the speech at the White House Summit on Advanced Air Mobility



Billy Nolen

Acting Administrator
Federal Aviation Administration
United States of America

Blockchain to coordinate airspace for delivery drones

Blockchain is a new industry and systems are being conceived around it that are even newer. It has been predicted drones will operate in a sub-layer of the sky, below commercial flight paths and military jets. But their flight paths will need to be coordinated to ensure they don't smash into each other while delivering cargo, ferrying people and inspecting wind turbines and bridges. A sub-layer of air traffic control has been conceived which will work using both distributed ledger tech (DLT), blockchain, and automation. Research around this new sub-layer in the aviation industry is already well underway. The idea is to improve safety, cybersecurity and interoperability. Cranfield researchers are part of this project. They say the system will integrate an ecosystem of crewed and uncrewed aircraft in the UK's skies. The researchers say uncrewed aerial vehicles are already bringing benefits to humans.



Examples given are solving medical logistical problems in isolated areas, and inspecting difficult-to-reach infrastructure, like high masts. They say a new air traffic management system will “open up a new age of commercial opportunities for the aviation sector, as well as drone-enhanced public services: urban air taxis, cargo and delivery services, security operations, healthcare support and environmental

monitoring.” According to PWC and UKRI, a new industry around uncrewed and autonomous aviation will be worth an estimated £42 billion to the UK economy by 2030. This is thanks to new jobs, cost savings, and productivity gains. Once this new industry is established, hybrid airspace is predicted to be in place from around 2024.

Source - BelnCrypto

A new system to make Ohio's skies safer for drones

The Ohio Department of Transportation is partnering with the Federal Aviation Administration, Ohio State University and Ohio's Unmanned Aircraft System Center to develop new technology to better

detect drones. The popularity of drones has taken off in recent years and their use has become a part of our everyday lives. As the number of aircraft in our skies increases, so does the concern over keeping

airspace safe. For the last three years, ODOT has been working with the FAA to develop a detect-and-avoid system that will track drones and keep them from colliding with aircraft that fly at lower altitudes, like medical helicopters. The new technology would allow drone pilots and manned aircraft to see each other safely and share the airspace. Detecting air traffic on radar can be difficult at low altitudes because of obstructions like trees, homes and low-flying objects. Under current FAA regulations, commercial drone operators must have an observer and can only operate their unmanned aircraft within line of sight.



Source - News5Cleveland

Eve partners with Halo Aviation to launch the UATM solution

Eve Air Mobility (Eve), Embraer's independent brainchild dedicated to accelerating the Urban Air Mobility (UAM) ecosystem, is working on the state-of-the-art Urban Air Traffic Management (UATM), for which Halo Aviation (Halo) has now become the launch customer. UATM works on a similar logic, but ultimately on a smaller scale as it only assists UAM vehicles and Advanced Air Mobility (AAM) systems. UATM provides structured traffic management systems with a single

airspace authority and should be ergonomically designed to organize traffic flows while mitigating risks and providing necessary support. The UATM branch from Eve's developing ecosystem presents a portfolio of services that seek to create a more favourable operating environment for the UAM industry to scale. Eve uses knowledge from Embraer's Air Traffic Control technology and system integrator company, Atech, to develop its UATM software. This focuses on a procedures-based approach toward growing UAM operations while minimizing impacts on 'regular' air traffic control. The UAM market remains relatively small for now, and the spread of UATM is also limited to a small percentage of the aviation industry. However, Eve foresees that as the popularity of UAMs increases, the UATM system will eventually evolve and may have the potential to integrate into a single system.

Source - Simple Flying



Malaysia will refine rules for the drone industry

All drones in Malaysia will need to be registered with the Civil Aviation Authority of Malaysia (CAAM) by 2023 as part of moves to regulate this thriving ecosystem. The Transport Minister Datuk Seri Dr Wee Ka Siong said drones started as toys but this was no longer the case as the explosive growth in their use – which is a type of unmanned aerial system – over the past few years had led various regulators around the world to introduce measures to control their use in the interest of national security and public safety. The regulation for drones is expected to be tightened under a system called Unmanned Aircraft System Traffic Management (UTM) – a “traffic management” system for drone operations. Dr Wee said while we support

Source - The Star

First French waiver for BVLOS medical drone flights

Switzerland's specialized medical drone transport company RigiTech is breaking new ground in France, where it has received the first-ever approval to fly regularly beyond visual line of sight (BVLOS) flights of patient samples and other materials between two French laboratories. RigiTech received the waiver from French air regulator Direction Générale de l'Aviation Civile, which joined with the company and several regional and local administrations in overseeing trials of the proposed BVLOS drone flights for lab tests and other medical deliveries. The Swiss company will operate those services for French healthcare firm

Biogroup, providing aerial transport between facilities in Bourgoin-Jallieu and Tignieu-Jamezieu in the central-east part of the country. RigiTech's open-ended approval for regular medical drone flights is the first BVLOS waiver of its kind in France, and one of only a few



across the European Union. That aerial rotation of UAV deliveries is a bi-directional version of similar plans afoot in the UK to fly lab samples between several hospitals located around Morecambe Bay. An even wider project is being mounted in Scotland to create a nationwide drone delivery network to transport lab tests and medical supplies. In work for Biogroup, RigiTech medical drones will initially fly the 17.6 km between the company's two main facilities in the greater Lyon region, cutting the time required for road transport in half with 15-minute flights.

Source - DroneDJ

Jet Freight Logistics unveil expansion plans

Logistics solutions provider, Jet Freight Logistics, is gearing up to expand its operations in the US market. Jet Freight believes the US Market has got the potential to explore and exploit innumerable fruitful opportunities. The Chairman and Managing Director of Jet Freight, Richard F. Theknath, made several trips to the US and visited renowned and business-friendly places like Washington, New York, Indiana, St. Louis, and Rhode Island and found them to be very prominent and worth exploring. He plans to improve the trade lane between India and the US.

He said Jet Freight already has significant trade volume with the US and is planning to expand it multifold shortly. The newly formed, dedicated, and experienced Executive Leadership Team is working hard towards the successful expansion of this dream project. Established in 1986 in India, Jet Freight is one of the leading freight forwarders today, offering complete logistics solutions. We offer a wide variety of services to clients, managing over 150 tonnes of air cargo daily with all the leading global airlines.

Source - Zee News

IPP Air Cargo eyes a fleet of 14 freighters

Soon-to-be-launched IPP Air Cargo of Vietnam is edging closer to its first flight as work nears completion on the conversion of its first freighter aircraft. In an update, the airline's operations, leasing and procurement advisor Brian Thomas Hogan said that work on its first Boeing B737-800 conversion was nearing completion at MRO Gameco. The work is already underway on a second B737-800 and a third and fourth will follow

soon after. The carrier, which is part of billionaire businessman Johnathan Hanh Nguyen's luxury goods retail firm Imex Pan Pacific Group (IPPG), will be the country's only freighter airline when operations begin in the coming months. The carrier plans to launch with four B737-800Fs but within three years hopes to add four A330-300Fs and six Boeing B777Fs, according to Hogan.

Source -Air Cargo News



Cathay Pacific extends the 'Fly Greener' programme

Cathay Pacific has announced the extension of its carbon-offset programme 'Fly Greener' to its air cargo services. Fly Greener is powered by an integrated carbon emissions calculator, as part of the airline's commitment to tackling climate change by achieving net-zero carbon emissions by 2050. The new carbon emissions calculator works out the carbon emissions of shipments and the cost to offset them in just a couple of simple steps. Customers can then contribute to purchase carbon offsets that come from carefully selected carbon-offset projects. All selected projects are certified under the Gold Standard to ensure their carbon reductions are verified and come with societal and developmental benefits. The carbon-offset programme follows the launch earlier this year of Cathay Pacific's Corporate Sustainable Aviation Fuel (SAF) Programme, which brings SAF into Hong Kong International Airport for the first time in history. It provides corporate customers with the opportunity to reduce their carbon footprint from business travel and air cargo shipments by contributing to the use of SAF. Cathay Pacific was also among the first carriers in the world to announce a target of 10 per cent SAF in its total fuel use by 2030.

Source - Log Update Africa

Researchers develop AI pilot for navigating crowded airspace

Researchers at Carnegie Mellon University have designed an AI pilot that can navigate an aircraft through crowded airspace using Visual Flight Rules (VFR). The AI pilot has been tested on flight simulators. It detects other aircraft using a computer vision system and six cameras. It also offers the ability to communicate with air traffic controllers and pilots using its automatic speech recognition function. There has not been sufficient research conducted on integrating autonomous vehicles into airspace with manned aircraft. With air taxis, most have been focusing on the hardware—building the aircraft, making it go faster and farther. Nobody has talked enough about how these taxis would get



integrated into the current airspace system. The AI pilot can operate an aircraft just like a human pilot. Larger airports usually have an air traffic control tower to optimize the schedule for aircraft taking off and landing. At smaller airports, pilots rely on radio communications and visually observe other aircraft in the airspace to coordinate their actions. According to the Carnegie Mellon team, most autopilot controls featured in commercial airliners and other aircraft are designed to operate under instrument flight rules (IFRs). The team is focused on developing an AI pilot that can interact with other aircraft in the lower altitude VFR airspace where electric air taxis and drones operate. The AI predicts the future trajectories of other aircraft after observing their movements. Their current approach focuses mostly on this trajectory-based intention prediction and planning. The AI pilot has not yet been tested on actual aircraft.

Source - Aviation Today

EASA to analyse air traffic controller fatigue risk

Safety analysts are looking to assess fatigue risks for European air traffic controllers. About 18,000 controllers operate in Europe and a comprehensive view of the way fatigue risk is managed – five years since the introduction of mandatory provisions – will serve to evaluate the need for further guidance or regulation. Controllers must remain alert and effective during duty periods and be prepared to handle unexpected situations, according to the European Union Aviation Safety Agency- EASA. “Their work is usually organised in rosters which, in many cases, include night shifts and rotating shifts, exposing the [controller] to various levels of stress and boredom, and the risk of fatigue,” it stated. EASA has set in motion the process to conduct a research study on controller fatigue which will explore three aspects.

Source - Flight Global

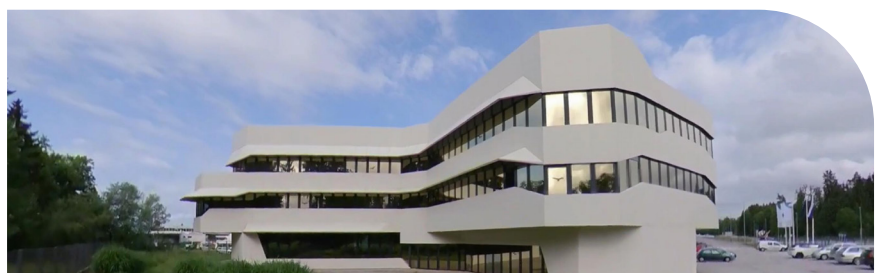
Slovenia hires Frequentis to enhance terminal control

Slovenia Control, the Air Navigation Service Provider (ANSP) for Slovenia, has selected Frequentis to upgrade the software of its Safety Nets for the area and terminal control to provide enhanced performance, safety and alerting functionalities. The Safety Nets system, PRISMA-SNET, is an essential module of the Frequentis Air Traffic Management (ATM) automation suite. Using both flight plan data and current position data, PRISMA-SNET provides air traffic controllers clear alerts of potential safety issues in time to take preventive action and is fully integrated into Slovenia Control's ATM environment. The Safety Nets system also helps ensure safe takeoffs, transits and landings and detects

deviations from planned course and altitude, depending on the flight data processing system (FDPS). In 2005, Slovenia Control became the second to use the PRISMA-SNET, operational at their air control centre (ACC) at Ljubljana Jože Pučnik Airport. The latest upgrade, contracted in December 2021, will meet all the specific requirements

of Slovenia Control, providing the best performance and functionality. PRISMA-SNET is ready to fulfil future EUROCONTROL specifications for Safety Nets including multi-hypothesis tracking (MHT) algorithms that can eliminate false alerts - a unique feature in the market.

Source - Air Traffic Management



Atlanta Airport trial self-driving robot pods

Hartsfield-Jackson Atlanta International Airport, in partnership with Southwest Airlines, has started trials of self-driving robot pods to support passengers with reduced mobility (PRM). Developed by Canada's A&K Robotics, the electric pods have been designed to safely transport people with limited mobility. The pods, which help passengers navigate airports more independently, are being tested at Atlanta Airport's departure level in Concourse C. A&K has the most advanced autonomous micro-mobility solution for PRM assistance. The airport says this is the first time it has been testing robots at the departure level and the results have been very impressive. The test is designed to improve the overall travel experience of passengers with



reduced mobility at the airport. In May 2021, Worldwide Flight Services opened a new cargo handling terminal at Hartsfield-

Jackson Atlanta International Airport.

Source - Airport Technology

Drone detection technology tested at Los Angeles airport

Drone detection technology is now being tested at Los Angeles International Airport. The technology

detects, tracks and identifies drones entering restricted airspace around LAX, which is the second

US airport to test the system. Miami International Airport was selected in 2021 as the first test site. According to the Department of Homeland Security, there have been 2,000 drone sightings near airports since 2021. The most obvious risk to airports and the travelling public is the difficulty pilots have seen and avoiding drones while flying. The mere sight of a drone at an airport can cause significant disruption. Last year, there were 50 reports of drone sightings and so far this year there have been 38 sightings within a 10-mile radius of LAX. Drones pose a clear and present danger to airport security. Whether a drone operator is naive or acting maliciously, we know any incident where a drone comes in contact with an aircraft, whether accidental or purposeful, can be devastating for airports, passengers and to our communities.



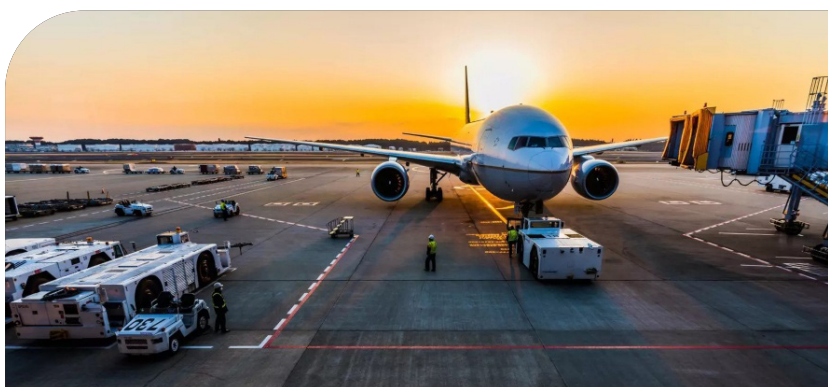
Source - Bradenton News

Leeds Bradford Airport to introduce AI-powered technology

Leeds Bradford Airport has partnered with Veovo to introduce AI-powered Passenger Predictability technology to its airport operation. The innovative technology partnership is to improve queue management and passenger experience. This technology will optimise airport security area operations and passenger flow throughout the terminal by analysing real-time data on passengers. The Veovo technology, which aggregates data from multiple sensors throughout the terminal, accurately measures live passenger occupancy,

throughput, and queue times in security, enabling LBA to dynamically resource staffing, plan layout and lane openings, as well as predict potential queuing bottlenecks. In addition, the introduction of Veovo Passenger Predictability allows LBA to proactively communicate wait times to passengers. The airport officials say with Veovo support, we are now regularly delivering our targeted service level of greater than 90 per cent of customers through security in less than 20 minutes.

Source - Travel Daily News



Are hydrogen-fuelled flights going to be a reality by 2035?

A new report by the World Economic Forum and the University of Cambridge's Aviation Impact Accelerator has explored how aviation can achieve a true zero climate impact. By 2035, hydrogen fuel cells could be used to electrify mid-range flights and hydrogen combustion aircraft could be used on long-haul flights. Sustainability has become a key topic on the agenda for the aviation sector. The World Economic Forum's Target True Zero initiative released its first report. It sets out the role new propulsion technologies utilising battery or hydrogen power can play in contributing to the

industry's decarbonisation efforts. The Target True Zero initiative was launched in 2021 to accelerate the development and deployment of these new technologies in three ways. The report finds that by 2035 three promising types of alternative propulsion aircraft could offer viable alternatives to conventional carbon-emitting aircraft. Fully battery-electric aircraft could enable completely emission-free flight over the shortest distances. Hydrogen could be used to electrify aircraft with fuel cells over mid-range distances, or through direct combustion.

Source - World Economic Forum



Hermeus to build the world's fastest aircraft

Hermeus, a company developing hypersonic aircraft for defence and commercial applications, has acquired an original Sapphire and a large-format Sapphire XC that is designed for high-volume production. The printers, both of which will be calibrated for Inconel 718, will be used to build parts for Hermeus' Chimera engine and Quarterhorse aircraft. Metal additive manufacturing is a core component of our plan to vertically integrate production, says Hermeus CTO Glenn Case.

As we explore the capabilities of Velo3D's additive manufacturing technology, we'll be looking for ways to increase performance, consolidate components, reduce the weight of our aircraft and minimize external dependencies. Hermeus was founded in 2018 to accelerate air travel with hypersonic aircraft. The company has more than US\$130 million in funding. It also has strong support from NASA and other US government agencies, as well as funding from aerospace innovators like RTX Ventures, the venture capital group of Raytheon Technologies. The Chimera engine is a turbine-based combined cycle engine that will power Hermeus' first aircraft, Quarterhorse, an autonomous aircraft designed to touch high Mach speeds and prove reusability.

Source -MBT Mag